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# THE NEW WORLD;

OR,

# THE UNITED STATES

AND

# CANADA,

## ILLUSTRATED AND DESCRIBED.

ILLUSTRATED WITH ONE HUNDRED AND THIRTY-FIVE ENGRAVINGS,

FROM PHOTOGRAPHIC AND PENCIL SKETCHES OF THE MOST CELEBRATED RIVER, LAKE, MOUNTAIN AND FALL SCENERY IN THE UNITED STATES AND CANADA.

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# TO THE READER.

No work having been published on America recently, it occurred to the author, whilst on a journey through Canada and the United States, last year, that, from the great change which the New World has undergone lately, recent information on the state of the country, and on subjects generally interesting to readers in Great Britain, got up in a style practically useful as well as instructive, might be acceptable at the present time.

To render such a work as interesting as possible, and at the same time assist him to more clearly illustrate some of the physical as well as a few of the social features of the country, the author has availed himself of the assistance of the Artist, Photographer, and Engraver, as he felt that any words of his own would fall short of doing that justice to the subjects and places which he was desirous of noticing.

To preserve as far as possible all the truthful details of the photographic views—from which many of the illustrations which appear are taken—the author has had them re-photographed upon wood by Price's new patent process, so that the engravers have been enabled to present exact representations of every scene taken from such; consequently, he feels confidence in submitting them for public approval.

To describe all the places noticed, from the author's own observations, was impossible in the time at his disposal. Consequently, a portion of what appears has been compiled from some of the most reliable sources, with the view of rendering the work more complete than it would otherwise have been. As, however, he is now in the course of visiting other localities in the United States, he will be able to present such, at a future time, from his own observations and experience, together with some other articles on "Things as they are," and illustrations which were not ready in time for this publication.

For easy reference, this work has been divided into five parts, with an index preceding the contents of each part.

Part First, contains descriptions and illustrations of some of the principal cities on the Atlantic seaboard, and north-western States of the United States.

Part Second, entitled "Scenes and Scenery," is intended to illustrate some of the most remarkable objects and places of interest in the United States and Canada.

Part Third relates to Canada, with descriptions and illustrations of the principal cities and towns, and information useful for tourists, emigrants, and others travelling to any part of the province.

Part Fourth contains notes connected with the public and social institutions, commerce, manufactures, customs, manners, and every day life, in the United States and Canada.

Part Fifth refers to subjects chiefly interesting to emigrants and agriculturists, who are either desirous of ascertaining information as to the present position and prospects of the country, or who think of emigrating thither.

The author makes no claim for literary excellence in the pages which he has written, but to a sincere desire to present the information in an intelligible, unbiassed, and disinterested manner; and although some of the subjects noticed have been treated by others with much greater ability than he has done, still they are inserted here to render the work as complete as possible, and, by the introduction of articles on subjects not generally noticed by writers on America, he trusts that, taken as a whole, they will be found worthy of perusal.

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# Part First.

## UNITED STATES.

## CITIES ON THE SEABOARD,

AND

## NORTH AND NORTHWESTERN STATES.

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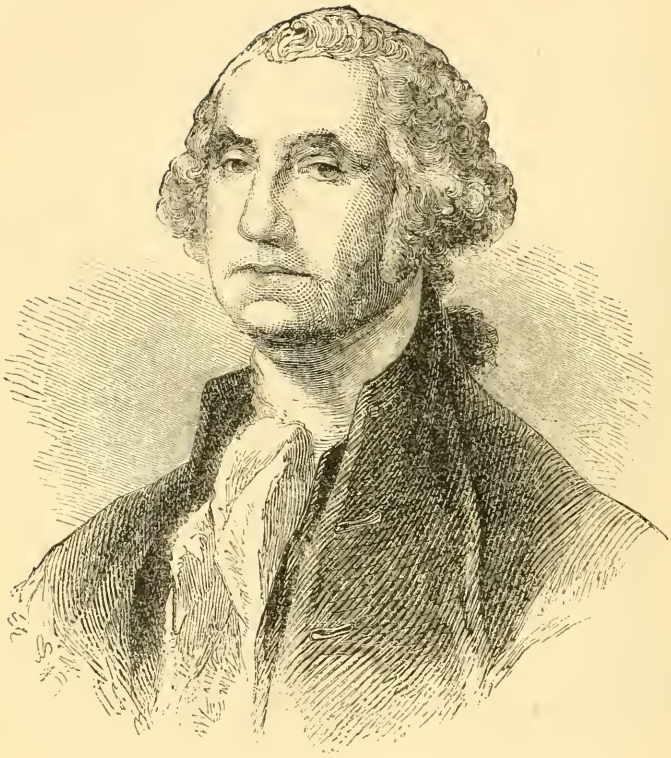


## GEORGE WASHINGTON—FIRST AMERICAN PRESIDENT.

"THE FATHER OF HIS COUNTRY."

George Washington was born at Bridge's Creek, Virginia, Feb. 22d, 1732. At the age of 19, he was appointed one of the adjutant-generals of Virginia. In 1754, he joined the expedition of General Braddock, who was killed, when the command devolved on Washington, whose masterly conduct of the retreat is celebrated in history. He was soon appointed commander-in-chief of the forces of Virginia, and in 1758 led the expedition to Fort Du Quesne, (Pittsburg,) which repelled the French from the western frontier. In 1774, he was sent to the Continental Congress, and was appointed commander-in-chief of the American army, and served through the Revolution, refusing to receive any pay for his services, and only reimbursement of his expenses. In 1787, he was appointed a delegate to the national convention for forming the Constitution, and was chosen its president. In 1789, he was unanimously elected President of the United States for 4 years, and unanimously re-elected in 1793. He declined a third re-election, and issued his farewell address. After Mr. Adams's inauguration, he retired to Mount Vernon, near Washington City, D. C., where he died on the 14th of December, 1799, in the 68th year of his age.

His virtues and patriotism have won for him the imperishable title throughout the world of "The Father of his Country."

# BRIEF ACCOUNT OF THE UNITED STATES.

The United States, a confederacy of sovereign States, and the most influential Republic of the world, occupies the middle portion of North America. This confederation, consisting originally of thirteen States, but now of thirty-one States, the federal district, and several territorial appendages, lies between the parallels of 24° and 49° north latitude, and the meridians of 10° east and 48° west from Washington, or 67° and 125° from Greenwich, extending from the Atlantic to the Pacific Ocean, and from the British colonies on the north, to the Republic of Mexico and the great Gulf on the south. The whole extent of this boundary is now definitely settled by treaty. The greatest width of this country, from east to west, is 2900 miles, and the greatest depth, from north to south, 1730 miles. Its area may be estimated at 3,260,000 square miles, including California, Texas, etc., recently acquired. It has a frontier of about 10,000 miles, of which 4400 is sea-coast, and 1500 lake-coast.

Its shores are washed by three seas, the Atlantic Ocean on the east, the Gulf of Mexico on the south, and the Pacific Ocean on the west. The principal bays and sounds on the Atlantic border are Passamaquoddy Bay, which lies between the State of Maine and the British province of New Brunswick; Massachusetts Bay, between Cape Ann and Cape Cod; Long Island Sound, between Long Island and the coast of Connecticut; Delaware Bay, which sets up between Cape May and Cape Henlopen, separating the States of New Jersey and Delaware; Chesapeake Bay, which communicates with the ocean between Cape Charles and Cape Henry, extending in a northern direction for 200 miles, through the States of Virginia and Maryland; Albemarle Sound and Pamlico Sound, on the coast of North Carolina. There are no large bays or sounds on the coast of the Gulf of Mexico. On the Pacific coast, however, there are several excellent bays, but the principal and only one necessary to mention is the Bay of San Francisco, in the State of California. It is one of the finest bays in the world, and capable of containing the navies of all the European powers at one time.

## MOUNTAINS.

The territory of the United States is traversed by two principal chains of mountains, the Alleghanies on the east side, and the Rocky Mountains on the west. These divide the country into three distinct regions, the Atlantic slope, the valley of the Mississippi, and the declivity from the Rocky Mountains to the Pacific.

The Alleghanies are less a chain of mountains than a long plateau, crested with several chains of mountains or hills, separated from each other by wide and elevated valleys.

East of the Hudson the mountains are chiefly granitic, with rounded summits, often covered at their tops with bog and turf, and distributed in irregular groups without any marked direction. Some peaks of the Green Mountains in Vermont, and the White Mountains in New Hampshire, rise to the height of 5000 to 6400 feet above the sea. After passing the Hudson, the structure of the mountains seems to change.

In Pennsylvania and Virginia they assume the form of long parallel ridges, varying in height from 2500 to 4000 feet, and occupying a breadth of 100 miles.

In North Carolina the highest culmination is 6476 feet; but in the northern part of Georgia and Alabama, where they terminate, they again lose the form of continuous chains, and break into groups of isolated mountains, touching at their base, some of which attain a considerable elevation.

The Rocky Mountains are on a much grander scale than the Alleghanies. Their base is 300 miles in breadth, and their loftiest summits, covered with everlasting snow, rise to the height of 10 to 14,000 feet. These vast chains may be considered as a continuation of the Cordilleras of Mexico. They are distant from the Pacific Ocean from 500 to 600 miles, but between them and the coast, several minor ranges intersect the country, of which the Maritime Range is the most conspicuous.

ELEVATIONS MORE THAN 1000 FEET ABOVE THE LEVEL OF THE SEA.

| | Feet. | | Feet. |
|---|---|---|---|
| Rocky Mountains | 14,000 | White Face ...(Adirondacks) | 4,855 |
| Sierra Navada | 7,200 | Mount Seward " | 4,000 |
| South Pass | 7,085 | Mount Lyon.. " | 4,000 |
| Santa Fe | 6,800 | North Peak.....(Green Mountains)... | 4,279 |
| Mount Washington (White Mountains).. | 6,234 | Camel's Hump..... " ... | 4,188 |
| Mount Adams | 5,759 | Shrewsbury Mountain | |
| Mount Jefferson | 5,657 | ..... " ... | 4,086 |
| Mount Madison | 5,415 | South Peak . ..... " ... | 3,983 |
| Mount Monroe | 5,349 | Killington Peak... " ... | 3,924 |
| Mount Franklin | 4,850 | Equinox Mountain. " ... | 3,924 |
| Mount Lafayette | 5,500 | Ascutney Mountain " ... | 3,320 |
| Mount Marcy.....(Adirondacks) | 5,467 | Peaks of Otter (Alleghanies) | 4,260 |
| Mount MacIntyre. " | 5,183 | Catskill Mountains | 3,800 |
| Mount McMartin.. " | 5,000 | Blue Ridge | 1,500 |
| Dial Mountain.... " | 4,900 | Sources of the Mississippi | 1,400 |

## RIVERS.

The principal rivers of the United States may be divided into four classes. *First*, the Mississippi and its wide-spread branches, which drain the waters of the whole country included between the Alleghany and Rocky Mountains; *second*, the rivers east of the Alleghany Mountains, which, rising from their eastern declivity, water the Atlantic plain, and hence flow into the ocean; *third*, the system of rivers flowing into the Gulf of Mexico, which may be subdivided into those flowing from the southern slope of the Alleghanies, and those having their source in the north-western highlands of Texas; and, *fourth*, those streams on the west of the Rocky Mountains, which flow into the Pacific Ocean.

The Mississippi rises west of Lake Superior, in latitude 47° 47′ north, amid lakes and swamps, dreary and desolate beyond description; and after a south-east course of about 500 miles, reaches the Falls of the St. Anthony, where it descends perpendicularly 16 feet, and where are numerous rapids. From these falls it pursues, at first, a south-easterly, and then a southerly direction; and after forming the boundary between Iowa, Missouri, and Arkansas on the west, and Wisconsin, Illinois, Kentucky, Tennessee, and Mississippi on the east, passes through Louisiana, and discharges itself through a delta of many mouths into the Gulf of Mexico. It is nearly 3200 miles in length, and is navigable, with few obstructions, to the Falls of St. Anthony.

Its principal tributaries from the east are:—

1. The Wisconsin, which joins it between the parallels 42° and 43′ north latitude.

2. The Illinois, a navigable river, which joins it near latitude 38° and 40′ north.

3. The Ohio, which is itself formed by the junction of the Alleghany and Monongahela Rivers at Pittsburg. It flows in a south-westerly direction for 945 miles, separating the north-western States from Virginia and Kentucky, and falls into the Mississippi, in 37° north latitude. The chief tributaries of the Ohio are the Wabash, the Cumberland, and the Tennessee, which last is formed of several streams from the western parts of Virginia and the Carolinas, which unite a little west of Knoxville, in the State of Tennessee, and runs, at first, south-west into Alabama, where it turns and runs north-west, through Tennessee into Kentucky, and joins the Ohio 10 miles below the mouth of the Cumberland.

4. The Yazoo, which rises in the northern part of the State of Mississippi, and, running south-west, joins the Mississippi 100 miles above Natchez.

The tributaries from the west are:—

1. The Minnesota, or St. Peter's, which joins it about 9 miles below the Falls of St. Anthony, after a south-east course of several hundred miles.

2. The Des Moines, which joins it near the parallel of 40° north latitude, after a south-easterly course of more than 800 miles.

3. The Missouri, which is formed by three branches, called Jefferson's, Madison's, and Gallatin's Rivers, all of which rise and unite in the Rocky Mountains. The whole length, from the highest point of Jefferson's River, to the confluence with the Mississippi, is, by actual course, about 2500 miles, and to the Gulf of Mexico about 4350 miles; during the whole of which distance there is no cataract or considerable impediment to the navigation,

except at Great Falls, which are above 2000 miles from the Mississippi. At these falls the river descends, in the distance of 18 miles, 362 feet. The principal tributaries of the Missouri are the Yellow Stone, which rises in the Rocky Mountains, and joins it after a north-easterly course of 600 miles; the Nebraska or Platte, which rises also in those mountains, and, after an easterly course of 800 miles, joins the Missouri in latitude 41° north; and the Kansas, which joins it near latitude 39° north, after an easterly course of more than 600 miles.

Probably no district in the United States will shortly be attracting the attention of settlers, if not already doing so, than portions of the vast region connected with the Missouri River and Valley. The opening of the great Pacific mail route last October, will tend very materially to the development of that portion of the country, which is found to be suitable for colonization. The route referred to now joins St. Louis (Missouri) with San Francisco, (California,) or in other words, forming a continuous chain of rapid communication from the shores of the Pacific Ocean to those of the Atlantic—the great barrier of the Rocky Mountains, and the dreary wastes of its "bad lands," forming no longer any impediment to the determination of American enterprise. The time occupied by the mail route referred to is 25 days.

4. The Arkansas, which rises in the Rocky Mountains, and pursuing a south-easterly course, forms, for some distance, the boundary between the Indian Territory and Texas; after which, its course lies principally in the State of Arkansas, till it joins the Mississippi in 34° north latitude. Its length is more than 1300 miles.

5. The Red River, which also rises in the Rocky Mountains, below Sante Fé, and, after a south-easterly course of more than 1000 miles, falls into the Mississippi, in latitude 31° north.

The principal rivers east of the Alleghanies are:—

1. The Connecticut, which rises in the highlands separating the United States from Canada, and, running southerly, divides New Hampshire from Vermont, and passing through Massachusetts and Connecticut, falls into Long Island Sound. It is navigable for sloops for 50 miles to Hartford, and, by means of canals and other improvements, has been rendered passable for boats 250 miles further.

2. The Hudson, which rises west of lake Champlain, and pursuing a southerly course of more than 300 miles, falls into the Bay of New York, after receiving numerous affluents. It is navigable for ships to Hudson, 130 miles, and for sloops and steamboats to Troy, 40 miles farther. It is connected with Lakes Champlain, Erie, and Ontario, by means of canals from Albany, and with the Delaware by a canal from Rondout.

3. The Delaware, which rises in New York, and flowing southerly, separates Pennsylvania from New York and New Jersey, and falls into Delaware Bay, after a course of 300 miles. It is navigable for ships of the line 40 miles, to Philadelphia, and for sloops 35 miles farther, to the head of the tide at Trenton Falls.

4. The Susquehanna, which also rises in New York, and, pursuing a southerly zig-zag course through Pennsylvania, falls into the head of Chesapeake Bay, near the north-east corner of Maryland. During the last 50 miles the navigation is obstructed by an almost continued series of rapids.

5. The Potomac, which rises in the Alleghanies, and after forming, during its whole course, the boundary between Maryland and Virginia, falls into Chesapeake Bay. It is navigable for ships of the largest dimensions to Washington, the federal capital, about 200 miles from the ocean; but in the upper part of its course there are numerous obstacles, many of which, however, have been overcome by canals.

6. James River, which rises in the mountains, and falls into the southern part of Chesapeake Bay.

7. The Savannah, which forms the dividing line between South Carolina and Georgia, and falls into the Atlantic in latitude 32° north. It is navigable for large vessels to Savannah, 17 miles; and for boats to Augusta, 130 miles farther.

The principal rivers which rise south of the Alleghanies, and fall into the Gulf of Mexico, are:—

1. The Appalachicola, which discharges itself into Apalachee Bay, in Florida. It is formed by the union of the Chattahooche and Flint rivers, the former of which rises in the northern part of Georgia, and flowing south, receives the Flint at the south-west extremity of the State. During the latter part of its course, the Chattahooche forms the boundary between Georgia and Alabama.

2. The Mobile, which discharges itself into Mobile Bay. It is formed by two large rivers, the Alabama and Tombigbee, which unite near latitude 31° north, after having pursued each a separate course of many hundred miles. There is another system of rivers flowing into the Gulf from the highlands of northern Texas, consisting of the Sabine, Trinity, Brazos, etc., which need only be mentioned here, as the geography of Texas will be minutely described elsewhere.

The rivers flowing from the Rocky Mountains to the Pacific, consist of:—

1. The Columbia, which rises near latitude 55° north, and, running south-west, falls into the ocean in latitude 46° 15′, after a course of 1500 miles. Its principal tributaries are Clark's River, Lewis' River, and the Multnomah or Willamette, all of which join it on its left bank. This river was discovered in 1792, and settlements were made in the neighbourhood by Americans in 1810. The mouth of the river is obstructed by flats, but vessels of 300 tons can ascend to the distance of 125 miles, and large sloops farther.

2. The Sacramento and San Joaquin, emptying into the Bay of San Francisco.

3. The Buenaventura, rising in the coast range of the California Mountains, empties into Monterey Bay.

4. The Colorado, and River Gila (which separates Mexico from the United States), flow from the mountains near Santa Fé, and would, if not received by the Gulf of California, empty into the Pacific; they belong, however, to the same system of rivers.

5. The St. Lawrence. Particulars regarding this river, which forms the boundary between the United States and Canada, will be found in another portion of this work.

OF THE RIVERS ABOVE 300 MILES, WE ANNEX A LIST.

| | *Miles.* | | *Miles.* |
|---|---|---|---|
| Missouri | 2,500 | St. Lawrence | 750 |
| " [with Lower Mississippi] | 4,350 | " [including Great Lakes] | 2,300 |
| Mississippi [Upper] | 1,932 | Tennessee | 720 |
| " [Lower] | 1,216 | Susquehanna | 680 |
| Arkansas | 1,550 | Kansas | 600 |
| Del Norte | 1,550 | Yellow Stone | 600 |
| Ohio [with Alleghany] | 1,050 | Connecticut | 350 |
| Oregon or Columbia | 1,400 | Delaware | 350 |
| Red River | 1,000 | Hudson | 320 |
| Ottawa | 800 | Potomac | 310 |
| Nebraska or Platte | 800 | James | 310 |
| Des Moines | 800 | | |

Showing a total of 26,238 miles in all, and only of the rivers above 300 miles long each.

## THE GREAT LAKES.

With the exception of Michigan and Champlain, none of the great lakes of North America lie wholly within the territory of the United States; the others are on the northern boundary, where they form a connected chain, extending through a distance of more than 1200 miles. The first in the chain is Lake Superior, the largest body of fresh water on the globe. Few persons are really aware of the magnitude of these great lakes; they are truly inland seas, and navigation is as dangerous, and subjected to all the vicissitudes which are connected with the navigation of the Baltic, the Black Sea, or the Mediterranean.

Lake Champlain, lying between Vermont and New York, is 128 miles long, and from 1 to 16 miles wide, and discharges its waters through the Sorel into the St. Lawrence. It is computed that the lakes contain above 14,000 cubic miles of water—a quantity more than five-sevenths of all the fresh water on the earth. The extent of country drained by the lakes, from the north-western angle of Superior to the St. Lawrence, including also the area of the lakes themselves, is estimated at 335,515 square miles.

The following is a tabular statement of the extent of these fresh-water seas, with the mean depth of their waters, and their elevation above the sea:—

| *Names.* | *Mean Length.* | *Mean Breadth.* | *Area.* | *Mean Depth.* | *Elev. above Sea.* |
|---|---|---|---|---|---|
| Lake Superior | 400 miles | 80 miles | 32,000 sq. m | 900 feet | 596 feet. |
| " Michigan | 320 " | 70 " | 22,400 " | 1,000 " | 568 " |
| " Huron | 240 " | 80 " | 20,400 " | 1,000 " | 578 " |
| " Green Bay | 100 " | 20 " | 2,000 " | 1,000 " | 578 " |
| " Erie | 240 " | 40 " | 9,600 " | 84 " | 565 " |
| " Ontario | 180 " | 35 " | 6,300 " | 500 " | 232 " |
| " St. Clair | 20 " | 14 " | 360 " | 20 " | 570 " |

## GOVERNMENT OF UNITED STATES.

The government of the United States is a federal democratic Republic. It is based on the Constitution of 1787, and amendments thereto.

The electors of the most numerous branch of the several State Legislators are qualified electors in the States respectively for all elective officers of the general government.

All legislative powers are vested in Congress, which consists of a Senate and House of Representatives.

The "House of Representatives" (occupying the position of "House of Commons" of Britain) is composed of members chosen, every second year, by the people of the several States, and in number in accordance with the population of each, and in order to ascertain the number each State is entitled to, a census is taken every ten years, excluding from the enumeration for this object two-thirds of the slaves, and all Indians not taxed. Each State is entitled to at least one representative. Vacancies are filled by intermediate elections. The House chooses its speaker and other officers. No person under 25 years of age, who has been less than seven years a citizen of the United States, and who is not a resident of the State electing him, is qualified for representative.

The Constitution provided for a specific number of representatives from each State to compose the House until the ascertainment of the population under the census of 1790; but since then legislation has decennially fixed the number to be elected. From the 3d of March, 1793, the apportionment was one representative to every 33,000 of the representative population; after 1803, one to every 33,000 also; after 1813, one to every 35,000; after 1823, one to every 40,000; after 1833, one to every 47,000; after 1843, one to every 70,680; and after 3d of March, 1853, 233 representatives to be divided *pro rata* to the several States.

In addition to these representatives from States, the House admits a delegate from each organized territory, who has the right to debate on subjects in which his territory is interested, but cannot vote. California has *two* members by a special act.

The "Senate" (or Upper House) consists of two members from each State, elected by the Legislatures thereof respectively for six years. One-third the whole body is renewed biennially, and if vacancies happen, by resignation or otherwise, during the recess of the Legislature of any State, the executive of such State makes a temporary appointment until the next meeting of the Legislature, which fills such vacancy. Senators must be at least thirty years old, must have been citizens of the United States for nine years, and be residents of the State by which chosen. Each senator has one vote. The Vice-President of the United States is *ex officio* President of the Senate, but a president *pro tempore* is elected by and from among the senators, who, in the absence of the president, acts in his stead.

The Constitutional government went into operation on the 4th of March, 1789, but a quorum of the first Congress, which met at the city of New York, was not formed until the 6th of April, nor was the first President of the United States inaugurated before the 30th of April.

Besides its ordinary legislative capacity, the Senate is vested with certain judicial functions, and its members constitute a High Court of Impeachment. No person can be convicted by this court unless on the finding of a majority of senators, nor does judgment ex-

tend further than to removal from office and disqualification. Representatives have the sole power of impeachment.

The Executive Power is vested in a President, who is elected by an Electoral College, chosen by popular vote, or by the Legislature of the State, the number of electors being equal to the number of senators and representatives from the States to Congress. His term of office is four years, but he is eligible for re-election indefinitely. The electors forming the college, are themselves chosen in the manner prescribed by the laws of the several States. A majority of the aggregate number of votes given, is necessary to the election of President and Vice-president, and if none of the candidates has such a majority, then the election of President is determined by the House of Representatives, and that of the Vice-President by the Senate, from among the three candidates having the highest number of electoral votes, and in doing so, the vote is taken by States, the representatives of each State having only one vote, which must, of course, be determined by a majority of their number. No person can be President or Vice-President who is not a native-born citizen, of the age of thirty-five years, and who has been a resident of the United States for fourteen years. The President is commander-in-chief of the army and navy, and of the militia when in the service of the Union. With the concurrence of two-thirds of the Senate, he has the power to make treaties, appoint civil and military officers, levy war, conclude peace, and do all that rightly belongs to the Executive Power. He has a veto on all laws passed by Congress, but so qualified, that notwithstanding his disapproval, any bill becomes a law on its being afterward approved of by two-thirds of both Houses of Congress. The President has a salary of $25,000 per annum, and "the White House" at Washington for a residence, during his official term. The Vice-President is *ex officio* President of the Senate; and in case of the death, resignation, or other disability of the President, the powers and duties of that office devolve upon him for the remainder of the term for which the President had been elected. In case of the disability of the Vice-President, the President of the Senate *pro tempore* takes his place.

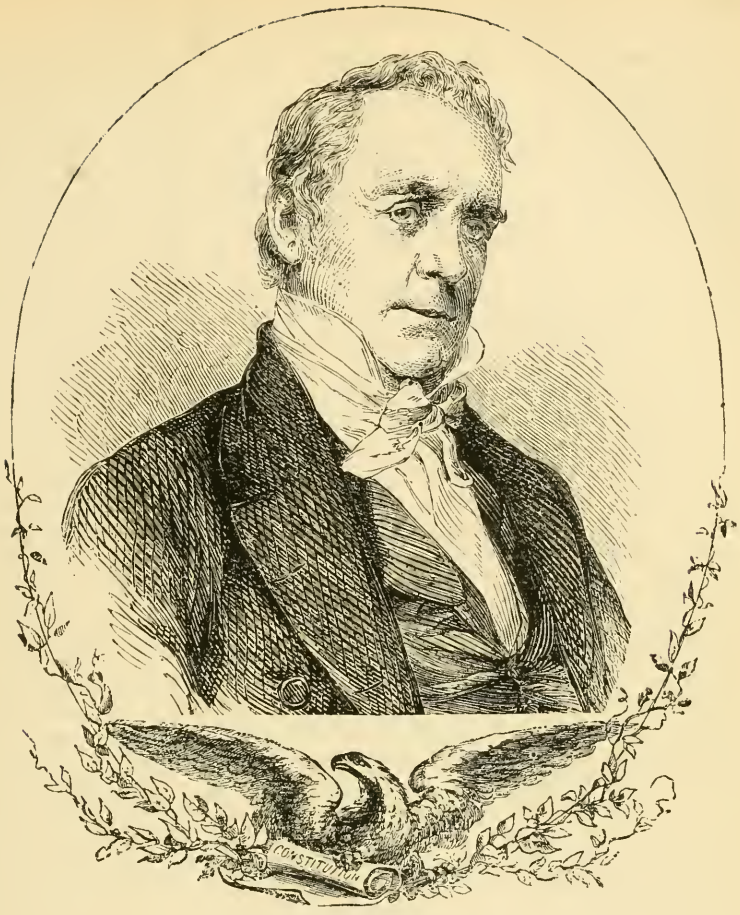
The present President is the Hon. James Buchanan.

Annexed is a list of Presidents from the adoption of the Constitution in 1789, to the present "reign" of the Hon. James Buchanan, now President of the United States:—

PRESIDENTS OF THE UNITED STATES.

| *Names.* | *When Born.* | *Inaugurated.* | *Continuance in office.* | *Died.* | *Native of* |
|---|---|---|---|---|---|
| George Washington. | Feb. 22, 1732.. | April 3, 1789.. | 8 years ..... | Dec. 14, 1799. | Virginia. |
| John Adams..... | Oct. 19, 1735.. | March 4, 1797.. | 4 " ..... | July 4, 1826.. | Mass. |
| Thomas Jefferson... | April 2, 1743.. | " 4, 1801.. | 8 " ..... | July 4, 1827.. | Virginia. |
| James Madison..... | March 16, 1751. | " 4, 1809.. | 8 " ..... | June 28, 1836. | " |
| James Monroe..... | April 2, 1759.. | " 4, 1817.. | 8 " ..... | July 4, 1831.. | " |
| John Quincy Adams. | July 11, 1767.. | " 4, 1825.. | 4 " ..... | Feb. 23, 1848.. | Mass. |
| Andrew Jackson.... | March 15, 1767 | " 4, 1829.. | 8 " ..... | June 8, 1845.. | S. Carolina. |
| Martin Van Buren.. | Decem. 5, 1782 | " 4, 1837.. | 4 " ..... | ..... | New York. |
| William H. Harrison | Feb. 9, 1773... | " 4, 1841.. | 1 month.... | April 4, 1841.. | Virginia. |
| John Tyler..... | March 20, 1790 | Succeeded to the office of President | 3 years and 11 months | ..... | " |
| James K. Polk..... | Nov. 2, 1795... | March 4, 1845.. | 4 years..... | June 15, 1849. | N. Carolina. |
| Zachary Taylor..... | Nov. 24, 1790.. | " 4, 1849.. | 1 yr. 4 mos.. | July 9, 1850.. | Virginia. |
| Millard Fillmore.... | May 7, 1800... | Succeeded to the office of President | 2 years and 8 months. | ..... | New York. |
| Franklin Pierce..... | Nov. 23, 1804.. | March 4, 1853.. | 4 years..... | ..... | New Hamp. |
| James Buchanan.... | April 23, 1792. | " 4, 1857.. | At present.. | ..... | Penn. |

The administrative business of the nation is conducted by several officers, with the title of secretaries, etc., who form what is termed the "Cabinet." These are the Secretary of State, the Secretary of War, the Secretary of the Navy, the Secretary of the Treasury, the Postmaster-General, the Secretary of the Interior, and the Attorney-General—the last being




## THE HON. JAMES BUCHANAN,

PRESIDENT OF THE UNITED STATES.

Having given a portrait of the greatest amongst the departed of America's public men, we subjoin what is considered to be an excellent likeness of the greatest man in political standing at the present time, we mean the Hon. James Buchanan, who now fills the presidential chair of the United States, and who previously held the position of ambassador to Great Britain, during the General Pierce administration, up to 1856.

Mr. Buchanan is about 66 years of age, and, although his head is of snowy whiteness, he seems to bear his age remarkably well. He has never been married. His vital temperament is predominant, and all the elements of health and longevity are very apparent. He is not a man of intensity and enthusiasm, like Jackson and Clay, but is cool, self-possessed, careful, non-committal and prudent, like Van Buren; more disposed to go with circumstances than to step forth and control and mould them on the basis of his own will.

He was born in the county of Franklin, Pennsylvania, of comparatively humble, but honest and industrious parents. Although he obtained a classical and academical education, he may be called the architect of his own fortune. He studied for the profession of the law in Lancaster county, Pennsylvania, which has ever remained as his home, and where he rose to a high position in the legal profession.

He remained as a member of Congress for 10 years, from 1820 to 1831; afterwards he filled, with great ability, the post of ambassador at the Court of Russia, and was instrumental in securing for his country the commerce of the Russian ports in the Baltic and Black Seas. After his return from Russia he was elected to the Senate, to which he was twice re-elected, and, in 1845, filled the first seat, as Secretary of State, in the Cabinet of the Polk administration. After returning from being ambassador at Great Britain, he was elected President of the United States on the 4th of March, 1857.

the official law authority for advisement in administrative affairs. Each of these presides over a separate department.

The "Department of State" was created by an Act of Congress of the 15th of September, 1789; by a previous Act of the 27th of July, 1789, it was denominated the Department of Foreign Affairs. It embraced, until the establishment of the Department of the Interior in 1849, what in some other governments are styled the Department of Foreign Affairs and Home Department; but the duties now being divided, it confines its operations almost entirely to foreign matters, and hence its original title might, with propriety and convenience, be restored.

The *Secretary of State* conducts all treaties between the United States and foreign powers, and corresponds officially with the public ministers of the government at foreign courts, and with ministers of foreign powers, resident in the United States. He is intrusted with the publication of all treaties with foreign powers, preserves the originals of all treaties and of the public correspondence growing out of international intercourse; grants passports to American citizens visiting foreign States, etc. He has charge of the Great Seal of the United States, but cannot affix it to any commission until signed by the President, nor to any instrument without authority of the President. Salary of Secretary of State, $6,000 per annum (£1200 stg.)

This department has subject to it the Diplomatic Bureau, and the Consular Bureau. The United States are represented by Ministers Plenipotentiary at the Courts of Great Britain, France, Russia, Prussia, Spain, Mexico, Central America, Brazil, and Chili; by Commissioners at the Court of Pekin (China), and at the Sandwich Islands; by a Minister Resident at the Sublime Porte, and to the Swiss Confederation, and at other courts by Chargés des Affaires; and United States' Consuls are stationed at all the important commercial ports in the world. Foreign Ministers accredited to the Government of the United States, are Envoys Extraordinary and Ministers Plenipotentiary from Great Britain, Russia, the Argentine Republic, France, Spain, Chili, New Grenada, Brazil, Mexico, and Peru; Ministers Resident from Portugal, Prussia, and Belgium; and Chargés des Affaires from Denmark, Austria, Holland, Sweden, Naples, Sardinia, Venezuela, and Nicaragua. Foreign Consuls from all commercial nations reside in the several collection districts of the Union.

The "Department of the Interior" was established by an Act of Congress of the 30th of March, 1849. The *Secretary of the Interior* is intrusted with the supervision and management of all matters connected with the public domain, Indian affairs, pensions, patents, public buildings, the census, the penitentiary of the District of Columbia, the expenditures of the Federal Judiciary, etc. Each of these interests is managed in a separate bureau or office, the immediate head of which is styled Commissioner, Superintendent, or Warden, as the case may be. Salary of Secretary of Interior, $6000 per annum (£1200 stg.)

The "Department of the Treasury" was created by an Act of Congress of the 2d of September, 1789. The *Secretary of the Treasury* superintends all the fiscal concerns of the government, and upon his own responsibility recommends to Congress measures for improving the condition of the revenue. All public accounts are finally settled at this department; and, for this purpose, it is divided into the office of the Secretary, who has the general superintendance, the offices of the two Controllers, the offices of the six Auditors, the office of the Commissioner of Customs, the Treasurer's office, the Registrar's office, the Solicitor's office, and the office of the Coast Survey. Assistant Treasurers' offices are also established at Boston, New York, Philadelphia, Charleston, New Orleans, and St. Louis. Salary of Secretary of the Treasury, $6000 per annum (£1200 stg.)

The "Department of War" was created by an Act of Congress of the 7th of August, 1789, and, at first, embraced not only military, but also naval affairs. The *Secretary of War* superintends every branch of military affairs, and has under his immediate direction the Adjutant-General's office, the Quartermaster-General's Bureau, the Paymaster's Bureau, the Subsistence Bureau, the Medical Bureau, the Engineer Bureau, the Topographical Bureau, the Ordnance Bureau, etc., and the department has the superintendence of the erection of

fortifications, of making public surveys, and other important services. Salary of Secretary of War, $6000 per annum (£1200 stg.)

The "Department of the Navy" was created by an Act of Congress of the 30th of April, 1798. The *Secretary of the Navy* issues all orders to the naval forces, and superintends naval affairs generally. Attached to the Department are—a Bureau of Docks and Navy Yards, a Bureau of Ordnance and Hydrography, a Bureau of Construction, Equipment, and Repairs, a Bureau of Provisions and Clothing, a Bureau of Medical and Surgical Instruments, etc.; and the National Observatory at Washington is under the control of the Navy Department. The ministerial duties of these several Bureaux were formerly exercised by a Board of Navy Commissioners. (Salary of Secretary of the Navy, $6000 per annum (£1200 stg.)

The "Department of the Post-Office" was established under the authority of the Old Congress. The *Postmaster-General* has the chief direction of all postal arrangements with foreign states, as well as within the federal limits. The general business is managed by three Assistant Postmasters-General, who preside respectively over the Contract office, the Appointment office, and the Inspection, etc., offices. Salary of Postmaster-General, $6000 per annum (£1200 stg.)

The "Attorneys-General," who are considered as forming a part of the Cabinet, and who are the constitutional advisers and defendants of the government, are generally men of the greatest acquirements in their profession. Salaries of Attorneys-General, $4000 per annum (£800 stg.)

The judicial powers of the United States are vested in a Supreme Court, and in such other inferior courts as Congress may, from time to time, establish. The present judicial establishment consists of a Supreme Court, Circuit Courts, and District Courts.

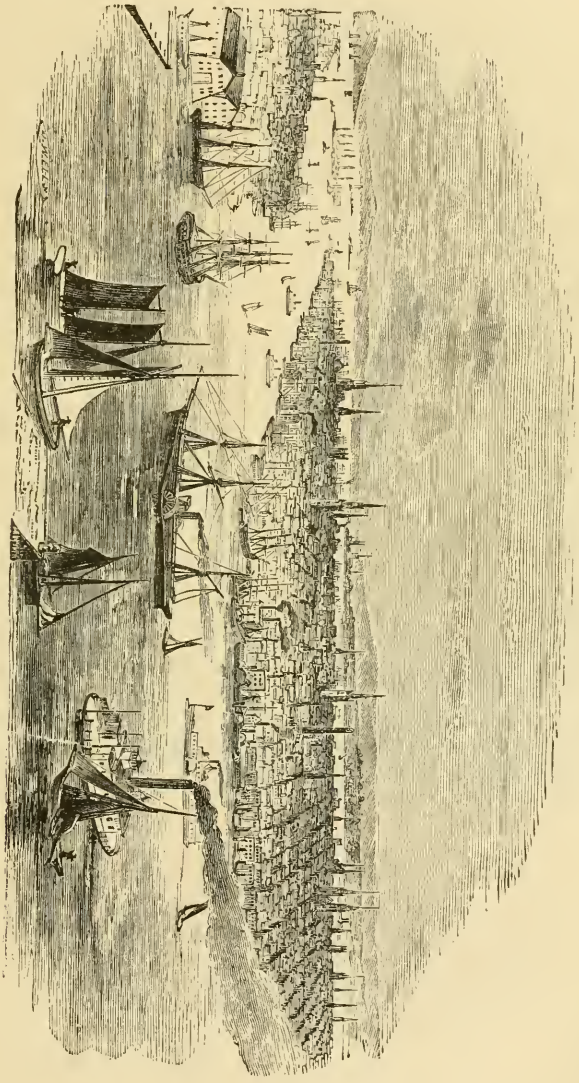
The "Supreme Court," the highest judicial tribunal of the Union, is composed of a Chief-Justice and eight Associate Justices, the Attorney-General, a Reporter, and Clerk. This court is held in Washington, and has one session annually, commencing on the first Monday in December. Salary of Chief Justice of the Supreme Court, $5,000 per annum (£1,000 stg.)

The appointment of all judges of the United States is made by the President, by and with the advice of the Senate; and the judges hold their several offices during good behaviour, and can be removed only on impeachment. Their compensation is fixed by law, and cannot be diminished during their period of office.

The foregoing account of the United States, for the most part, is from "*Colton's Gazetteer of America.*"

# NEW YORK.

In our description of the great city of the western world, we shall avoid, as far as possible, all statistical matter, regarding which ample information may be had in works exclusively devoted to such details. We prefer giving a brief account of the city from the earliest to the present time, and, with the views given of its magnificent streets and buildings, we hope to



VIEW OF THE CITY OF NEW YORK.

FROM BROOKLYN, LONG ISLAND.

convey to our readers at a distance, an idea of its importance as the most populous city on the whole continent of America. As may be known by many, New York was discovered in 1609, by an Englishman named Henry Hudson, at that time in the service of the Dutch—and in 1613, the settlement of the Island was commenced, under the title of New Amsterdam. In 1621, a

Dutch West India company commenced operations upon it, and in 1626, purchased the whole island from the Indians (the Manhattans) for the paltry sum of $25, (£5 stg.) the exports alone that year amounting to $1900. It was thus held till 1664, when it was taken by the English. Charles the 2d, then king, changed its name to that of New York, in honour of James the 2d, who then bore the title of Duke of York and Albany. In 1686, James the 2d, then king, abolished the representative system, and, as affording one of the numerous proofs of his kingly bigotry, took it into his head to prohibit the use of the printing-press.

It was retaken from the English by the Dutch in 1673, retaken again in 1674 by the English, and held by them till the Revolutionary period of 1776–1783, when it was finally evacuated by the British army, thus ending British rule on the 25th November, 1783. In 1812–13, another war broke out between Great Britain and America, but not leading to New York changing hands once more. Notwithstanding, therefore, wars, fevers, fires, great commercial disasters, cholera, etc., etc., the city has gone on progressively, from a population of 23,614 in 1786, to upwards of 600,000 in 1859.

New York is situated upon what is called Manhattan Island—a strip of land 13¼ miles long, by one mile and three-fifths average width. Greatest breadth, at 83d street, is two miles and one-third. In all, about 22 square miles, or 14,000 acres. It rises gradually above the level of the water around the sides, whilst the greater part of it is level, or been rendered so. It is very compactly built upon for about 5 miles, in straight lines from the point at the Battery end of it. The streets, for the most part, are laid out in a convenient and easily understood plan. The streets commencing at Houston street, (one mile from the City Hall,) are classed into 14 regular "avenues," as they are called, which are crossed at right angles by 156 streets, numerically designated. Some of the streets are crooked and narrow, but generally speaking, they are wide and spacious—ranging from 60 to 120 feet wide. The greatest fault a stranger is likely to find with the streets is the filthy state the most of them are in—as if there were neither scavengers nor paviours in the city.

New York is bounded on the north by the Harlem River—which separates Manhattan Island from the main land; on the east by the East River, which separates it from Long Island; on the south by the harbour, and on the west by the North, or Hudson River, which separates it from New Jersey.

The width of the East River is from one-third to half a mile, and that of the North River from 1 to 1½ miles.

Navigation is open throughout all the year. There can be no doubt but that the harbour of New York is one of the most beautiful in the world—presenting one of the finest spectacles on a fine day—with its piers crowded with ships of all nations—the numbers of clean-looking steamers passing up and down, and the beauty of the scenery on the opposite shores, and on every side.

The defences are placed at the Narrows—on Long Island side, and on Staten Island—and in the East River at Throg's Neck; whilst within the harbour are batteries on Bedloe's and Ellis Islands, Governor's Island, Castle William, and South Battery—commanding every point of entrance. We may safely say, that nearly every branch of manufactures is carried on in New York, excepting in the great items of cotton and wool—whilst its commerce extends to every corner of the American continent, as well as all over the world, wherever the natural products of the earth, or manufactures, are to be bought, sold, or exchanged. The public buildings are very numerous. We annex a list elsewhere, together with engravings of a few of the principal ones, together with a list of such places of interest and amusement as the stranger will be pleased in visiting.

The streets where the private residences are, are elegant in the extreme. We allude more particularly to such as 4th and 5th Avenues, and Union and Madison Squares, where the most stately mansions will be found, finished off in first-rate style, mostly built of a brown-coloured stone. In summer, with the rows of trees along each side of the streets, their fine appearance will at once attract the admiration of the stranger.

The principal street for bankers, insurance offices, etc., is Wall street—the Lombard street of America.

For wholesale dry goods stores—Pearl, William, Broad, Pine, Cedar, Liberty streets, College Place, and Vesey street.

For wholesale grocers, and commission and shipping merchants—Water and Front streets.

For heavy dry goods and variety stores, Grand and Catharine streets.

For hardware—Beekman, Platt, John and Pearl streets.

For booksellers and publishers, binderies, etc.—Nassau and William Streets.

For Jewellers—Maiden lane, Courtland street, and Broadway.

For boot and shoe materials, Ferry, Jacob, and Gold streets.

Whilst Broadway, like Cheapside in London, contains an *omnium gatherum* of all sorts—from the selling of a cup of coffee in a restaurant, to a ship load of "Yankee notions."

The wharves extending all round New York nearly—the vessels placed with their bows all pointing towards the city, and so situated very conveniently for loading and unloading, and when ready for sea, have only to drop into the stream and are carried down and out to sea, the magnificent river and bay affording no obstructions in the shape of bars, etc.

The stranger, however, who has been accustomed to look at the shipping in the stupendous docks of London and Liverpool, will at once discover the poor accommodation New York affords in comparison with the facilities afforded for the harbouring or dockage of vessels in Great Britain. Notwithstanding this, however, the immense shipping business of the port of New York is carried on somehow—the ingenuity of the Americans finding ways and means to clear their vessels with promptitude and ease.

Broadway is the great main artery of the city, through which people, omnibuses, wagons, and carriages, rush in one incessant stream, surging backward and forward, from the earliest hour in the morning, to the latest hour at night.

A walk along Broadway will disclose pictures of society—men and things, in all conceivable variations and degrees. There, the slouching "loafer" will be seen, close to the "Broadway swell"—the successful miner, just arrived from the Californian diggings, alongside of the wealthiest and most handsomely dressed lady in New York, who is out for her walk on that

great "vanity fair"—the newly-arrived emigrant from Great Britain, as he goes gaping along at what he sees, whilst he is almost stupefied with the bustle and confusion around him. It is entirely different from any one of the great thoroughfares of London, whilst it combines the features of all—the bustle and throng of Cheapside, in its incessant stream of omnibuses and vehicles of all sorts—of Regent street, with its fashionable promenade and *bon ton* of society—of Oxford street and Holborn, with middle-class stores, as well as elegant warehouses, including the exclusively wholesale stores of a St. Paul's church-yard, as well.

BROADWAY, NEW YORK.

"The other chief artery of the city is that of the Bowery—partaking very much of Holborn, with a mixture of the Whitechapel of London—where a large amount of retail business is transacted.

"The City Hall of New York—from its central position, and classic marble frontage—is one of the finest and most prominent buildings in the city. The front and two ends are of white marble, and the back, which is never shone upon by the sun, of brown sandstone. The City Hall contains a gallery of historical art, invaluable to the lover of Knickerbocker times. In the Governor's Room, enjoyed by the public only on reception days, are the portraits of all the governors of the State, from the time of Lewis, and of the mayors of the city, with several of the presidents, painted by artists of national reputation. There may be seen Henry Hudson, Columbus, and hosts of other worthies, while the archives of the city contain a vast amount of information of great interest to the historian. Besides the rooms of the aldermen and common council, there was in former times a noble banqueting hall for the city magnates."

THE PARK AND CITY HALL, NEW YORK.

Adjacent to the City Hall is the old Debtor's Prison, now the Hall of Records, the old Alms House, entirely appropriated to governmental use.

In the Park are held public meetings, and in front of the City Hall are planted cannon, which are fired by the respective political parties, on the achievement of any party victory, as well as on other general public rejoicings. The Park forms a great resort for the citizens, and in the hot months of summer, forms, by its trees, a delightful shady retreat.

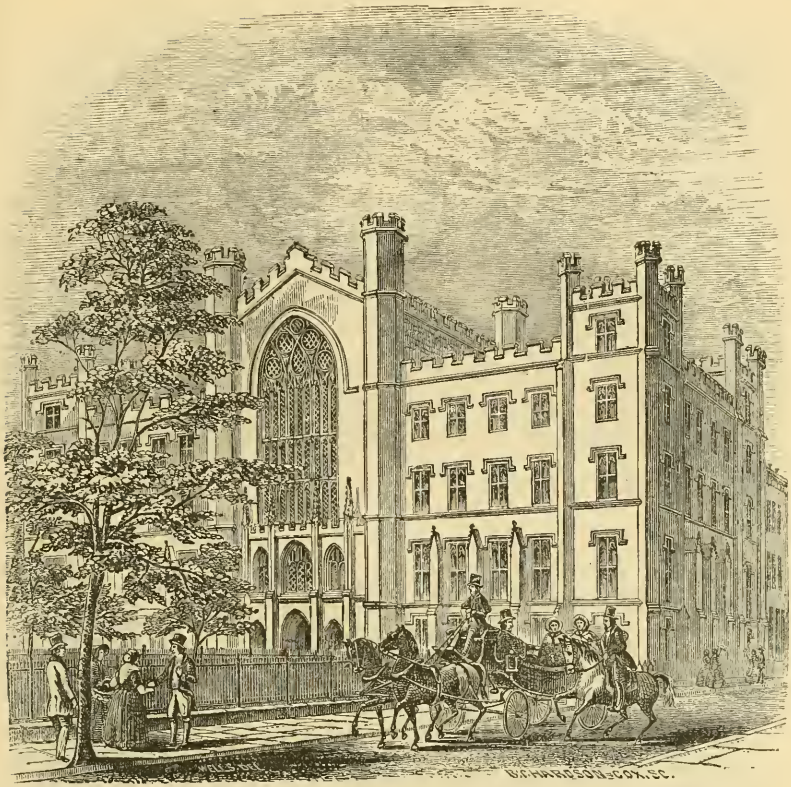
Last year, the City Hall took fire, and a large portion of the upper part of it was destroyed. It is now being re-built, however.

The New York University, situated between Washington Place and Waverly Place, fronts Washington Square towards the west, forming a noble ornament to the city, being built of Westchester marble, and exhibits a specimen of the English collegiate style of architecture.

The building is 180 feet long, and 100 wide. It was founded in 1831.

"In front, this oblong is divided into five parts —a central building, with wings flanked by towers, one rising on each of the four corners of the edifice. This central building or chapel is superior to the rest in breadth, height, and character, and is somewhat similar to that of King's College, Cambridge, England—a masterpiece of pointed architecture, and a model for succeeding ages. It is 55 feet broad, and 85 feet deep, including the octangular turrets, one of which rises at each of the four corners. The two ends are gabled, and are, as well as the sides, crowned with an embattled parapet. The chapel receives its principal light from a window in the western end. This window is 24 feet wide, and 50 high. From the central building, or chapel, wings project right and left, the windows of which have square heads, with two lights, a plain transom, and the upper division trefoiled. The principal entrance is under the great western window. The doors are of oak, richly panelled, and filled with tracery of open work, closely studded with bronze.

"The institution has a chancellor and eleven professors. It has in its collegiate department 150 students, and a valuable library and philosophical apparatus. Connected with it is an extensive grammar school, and a flourishing medical department. The whole number of students is about 700. Commencement, third Monday in July. (See next page for engraving.)



UNIVERSITY, NEW YORK.

"The chapel is probably the most beautiful room of the kind in America. It is open to the public, on Sundays, for religious worship. The Library and rooms of the New York Historical Society are in the building. The building is accessible to the visitor at all times."

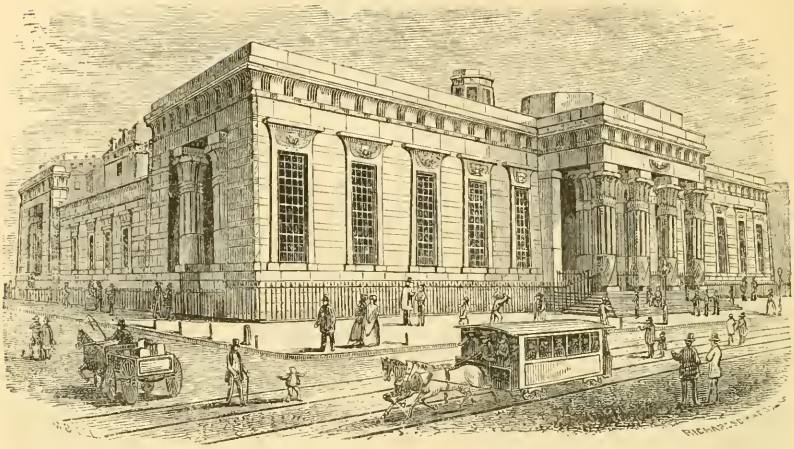
"The Tombs occupy the space between Centre, Elm, Leonard and Franklin streets, the site of an old filthy pond, which had its outlet through Canal street. The Halls of Justice is a much-admired specimen of modernized Egyptian architecture. It is built of light granite from Hallowell, Maine. It is 253 feet long, and 200 wide, and occupies the four sides of a hollow square, with a large centre building within the area. The front is approached by eight steps, leading to a portico of four massive Egyptian columns. The windows, which extend to the height of two stories, have massive iron grated frames, surmounted with cornices, ornamented with a winged globe and serpents. The two fronts on Leonard and Franklin streets have each two entrances, with two massive columns each. The gloomy aspect of this building has won for it the general name of "The Tombs." It is occupied by the Court of Sessions, a police court, and some other court-rooms, besides a prison for male and female offenders awaiting trial. The open court within the walls is used as a place of execution for State criminals.

Persons can gain admittance on application for a written permit, at the keeper's room, between 10, A. M. and 3, P. M."

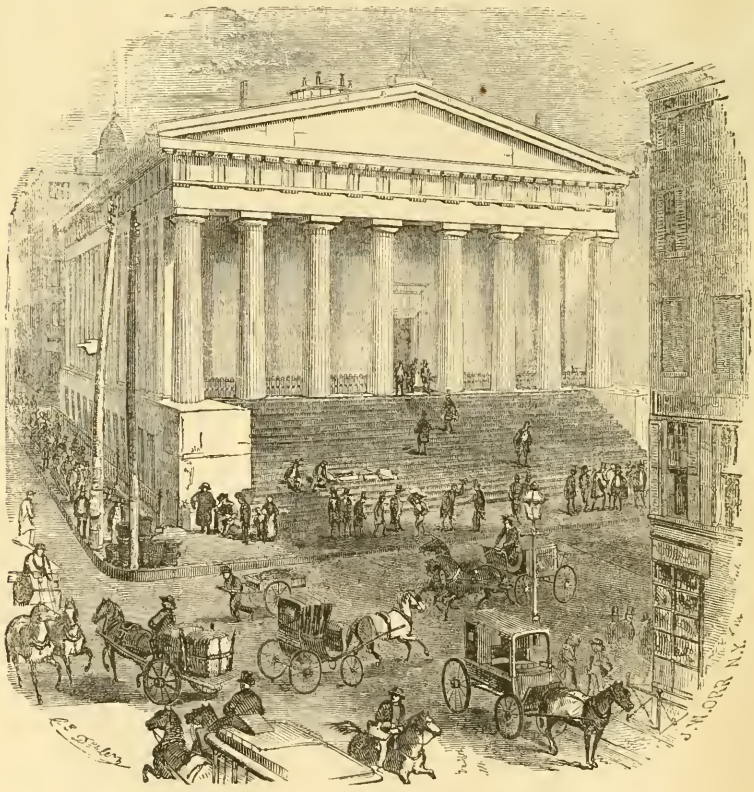
In the fore-ground of the view will be seen one of the "City Railroad Cars," noticed elsewhere.

Custom House.—The lower engraving on the following page, represents the Custom House of New York, situated at the corner of Nassau and Wall streets.

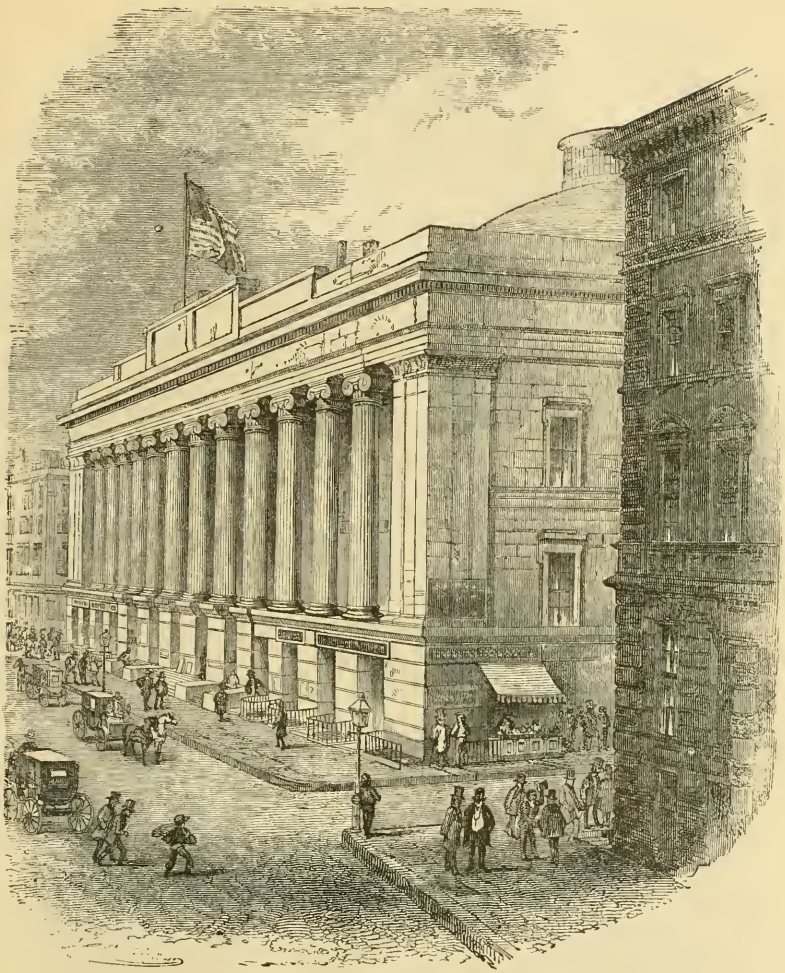
"The Custom House has the form and solidity of a Greek temple, and is as enduring as the pyramids. The edifice, of white marble, is 200 feet long, by 90 in width, and 80 feet high. Some of the blocks weigh 30 tons. The two fronts have 8 Doric columns, nearly 6 feet in diameter; the sides, 16 heavy pilasters. A flight of 18 steps from Wall street, brings the visitor to the main entrance. The Rotunda is 60 feet in diameter, and the dome, under which the four deputy collectors have desks, is supported in part by 16 Corinthian pillars. In the little room of the treasurer, near at hand, is received two-thirds of the revenue of the country. The Custom House was erected between the



HALLS OF JUSTICE, OR THE TOMBS, NEW YORK.



CUSTOM-HOUSE, WALL STREET, NEW YORK.

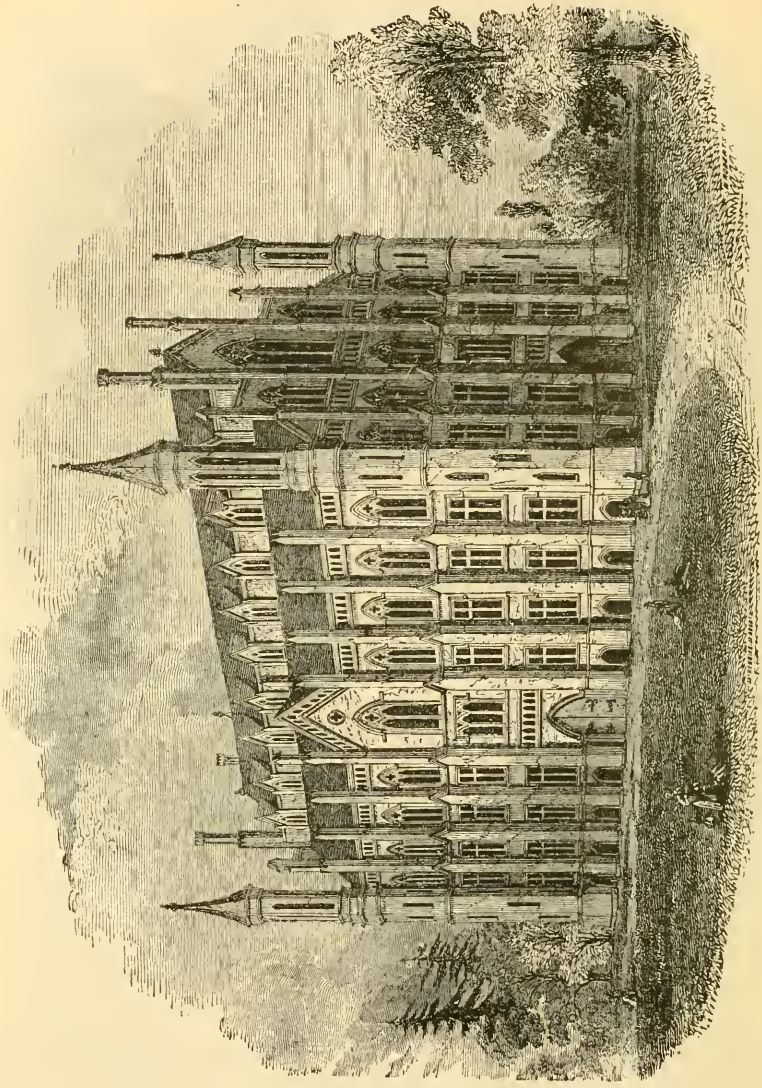


MERCHANTS' EXCHANGE, WALL STREET, NEW YORK.

years 1834–1841, and cost, including the lot, $1,195,000."

The amount of accommodation provided for the transactions of the Custom House, appears to be totally inadequate to the immense amount of business furnished by the port.

Merchants' Exchange.—The above engraving represents one of the most beautiful and costly buildings in America, and surpassing any other in the city in size and solidity of construction. "It occupies a whole square of ground, and has a front of 200 feet on Wall street, with an average depth of 160 feet; is 5 stories high, including the basement, and fire-proof throughout, the floors and roof being entirely of masonry and metal. The principal material is brick-faced, with massive blocks of granite, chiefly from the inexhaustible quarries of Quincy, Massachusetts. The most remarkable features of this huge building are its graceful portico, presenting to the eye a facade of 18 Ionic columns, each nearly 40 feet in height, and upwards of 4 feet in diameter, the shafts of which are each a single stone (wrought in the most perfect manner, at a cost of $3000,) and the Rotunda, or Exchange Room, which is 100 feet in diameter, with a double dome of brick, surmounted by a vertical sky-light, with movable sashel, which allows thorough and complete ventilation. The dome is supported partly by 8 massive Corinthian columns of Italian marble, weighing 41 tons each, in very large sections, imported expressly for the purpose." The floor is flagged with the same material, and altogether the room is one of the finest in America.



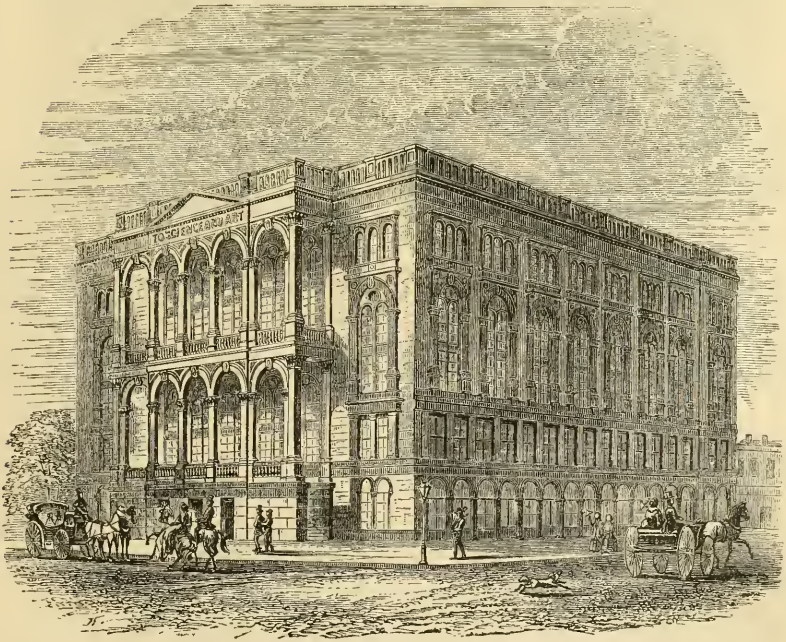
THE FREE ACADEMY, NEW YORK.

"The Free Academy is on Lexington avenue, corner of Twenty-third street, and may easily be reached by taking a Broadway and Fourth avenue omnibus, or the Harlem rail-cars, opposite the Astor House. The building is 80 feet wide, by 125 feet deep, and is intended to accommodate 1,000 pupils. It is in the style of the town-halls of the Netherlands, and is well adapted for its purpose, besides being a conspicuous ornament to the upper part of the city.

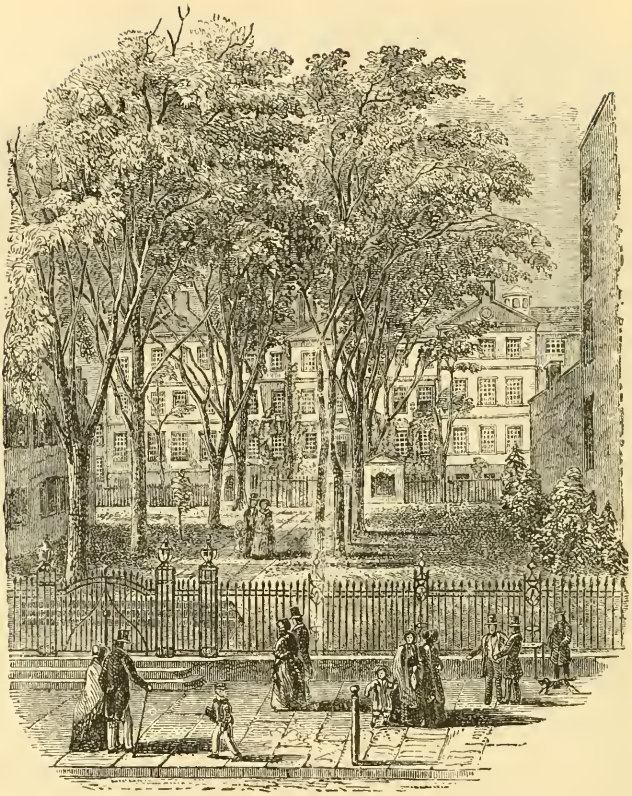
The cost of the ground was $37,810, of the building, $75,000, while the various appliances of apparatus and furniture have cost $26,867. The only requisites for admission are a knowledge of the branches taught in the public schools; it being also required that the applicant should have been a pupil in one of these schools for at least one year."

It may be added that the graduates of the colleges can pass the final examination at the Free Academy.

CORNER OF FIFTH AVENUE AND FIFTEENTH STREET, NEW YORK.



PETER COOPER INSTITUTE, NEW YORK.



NEW YORK HOSPITAL, BROADWAY.

On the preceding page we give an illustration of a private residence in one of the principal streets in New York, viz., the Fifth avenue. In this street may be seen some of the largest and handsomest of the private residences of the New York merchants.

In summer, when the trees which line each side of the avenue are in full bloom, the street then has all the appearance of a beautiful grove.

The green blinds, outside of the windows, when closed, which they generally are, detract very much from the elegant appearance of the houses. The custom of keeping the blinds so much closed, is very common in New York, and often, we think, unnecessary, when there are no rays of the sun to occasion such an infringement, in that respect, on one of the greatest laws of health.

The Cooper Institute.—This institution deserves a place among our illustrations of public buildings of the city, not only on account of the magnificence of the edifice, as a building, but as a memento of a most princely act on the part of a New York merchant—Mr. Peter Cooper—who, out of his wealth, has built this house with the view of founding an institution to be called "The Union," for the moral, social, and physical improvement of the youth, not only belonging to the City, or State, but of any part of the world. The sum donated to such a noble purpose, amounts to $300,000 (£60,000 stg).

"The building is in Astor Place, opposite the new Bible House. The edifice is six stories high, occupying a space equal in extent to eight full lots, each 25 feet by 100, or 20,000 square feet. In the basement is a commodious lecture-room, 135 feet long, and in the upper story an observatory. The Union provides free courses of lectures, a free library, rooms for debating and other societies, and an office for the benefit of persons seeking literary employment, where their names and wishes may be registered, and application for their services received.

"The School of Design, for females, have rooms in this building, amply supplied with the materials for instruction."

Mr. Cooper is a manufacturer of Isinglass, by trade—one of the most noted men in the city for public spirit and benevolence, and a leading member of the Swedenborgian denomination.

The New York Hospital is one of the principal benevolent institutions of New York, which the stranger, as he walks along Broadway, cannot fail to notice, standing back from off the stream of the great thorough-

LA FARGE HOUSE, BROADWAY.

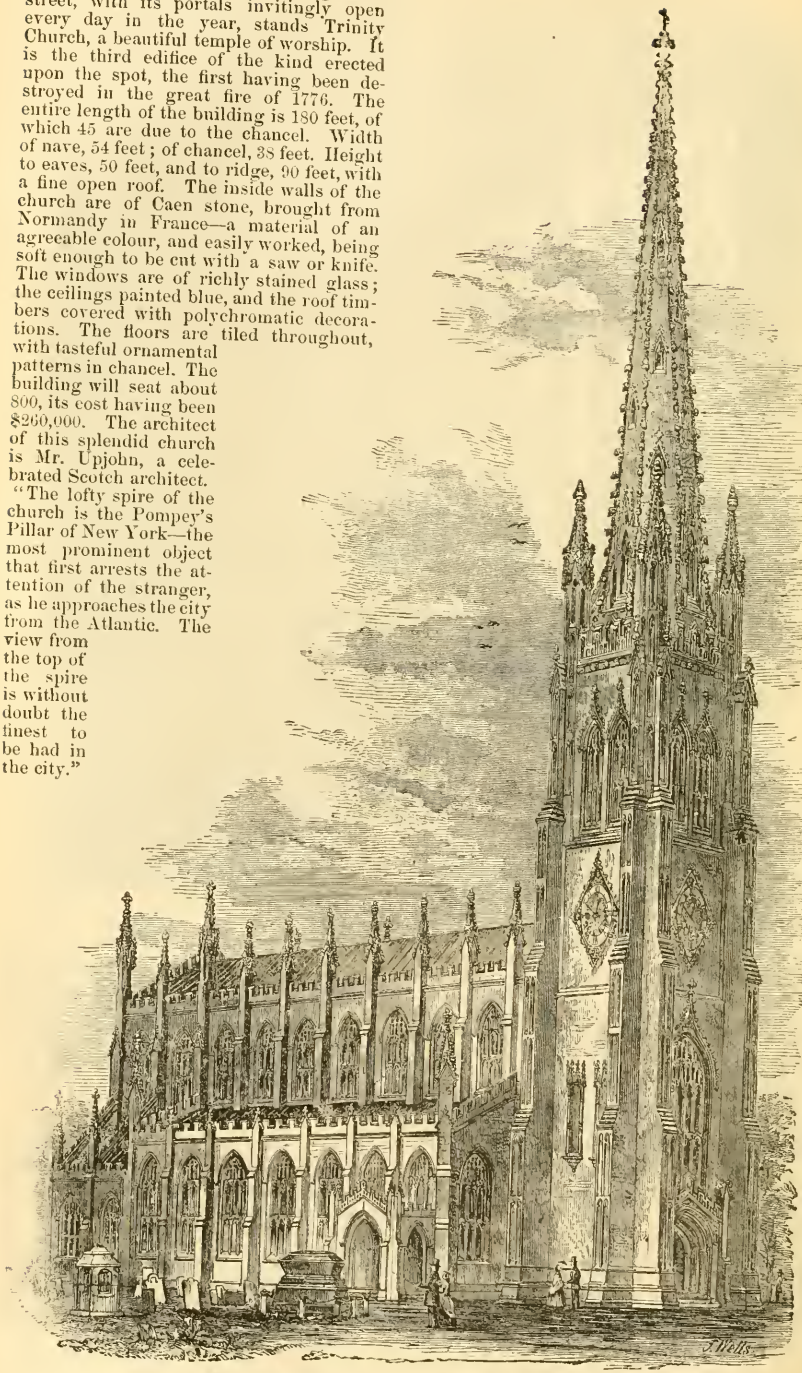
fare, and in summer beautifully shaded by the trees in front of it.

"This institution, located in Broadway, between Duane and Worth streets, was founded in 1771, by the Earl of Dunmore, at that time governor of the colony. The institution has an annual revenue, from various sources, of about $80,000, which is expended in the support of the establishment. The hospital buildings, to which large and costly additions have recently been made, are fitted up in excellent style for the accommodation of patients, who can have the best of medical attendance, and the convenience of nursing and medicine, for $3 a week. Respectable persons, without families, will find this a very desirable asylum during sickness. Patients can have single rooms if they desire them. In cases of sudden accidents, patients are received here, and their wants immediately attended to. Medical students are permitted to the rounds with the attending surgeons for the annual fee of $8. Annual lectures are given by all the attending physicians and surgeons. The buildings will accommodate 350 patients. Application for admission must be made at the office within the Hospital. There are ten attending and consulting physicians and surgeons."

La Farge House.—One of the mammoth-sized hotels of New York. It has a magnificent white marble frontage of 200 feet on Broadway, and stands out in strong relief with all the buildings in the vicinity. It is fi'ted up for fully 400 guests, in a comfortable and gorgeous manner, and is conveniently situated for business, as well as pleasure, being in the vicinity of the Astor Library, and the Reading Room of the Mercantile Library Association, which are free to strangers. The La Farge House is kept by Mr. Wheeler, on the American plan.

"Situated on Broadway, fronting Wall street, with its portals invitingly open every day in the year, stands Trinity Church, a beautiful temple of worship. It is the third edifice of the kind erected upon the spot, the first having been destroyed in the great fire of 1776. The entire length of the building is 180 feet, of which 45 are due to the chancel. Width of nave, 54 feet; of chancel, 38 feet. Height to eaves, 50 feet, and to ridge, 90 feet, with a fine open roof. The inside walls of the church are of Caen stone, brought from Normandy in France—a material of an agreeable colour, and easily worked, being soft enough to be cut with a saw or knife. The windows are of richly stained glass; the ceilings painted blue, and the roof timbers covered with polychromatic decorations. The floors are tiled throughout, with tasteful ornamental patterns in chancel. The building will seat about 800, its cost having been $260,000. The architect of this splendid church is Mr. Upjohn, a celebrated Scotch architect.

"The lofty spire of the church is the Pompey's Pillar of New York—the most prominent object that first arrests the attention of the stranger, as he approaches the city from the Atlantic. The view from the top of the spire is without doubt the finest to be had in the city."



TRINITY CHURCH, BROADWAY, NEW YORK.

This magnificent building, recently erected, is remarkable for its peculiar architecture—being built in the style of many of the Italian churches of the middle ages—of brick, and cream-coloured stone, alternately.

Adjoining the church is the parsonage, situated on Twentieth street. Included in the design for this church, is the magnificent spire, or campanile, 300 feet high, the foundation only of it being at present built.

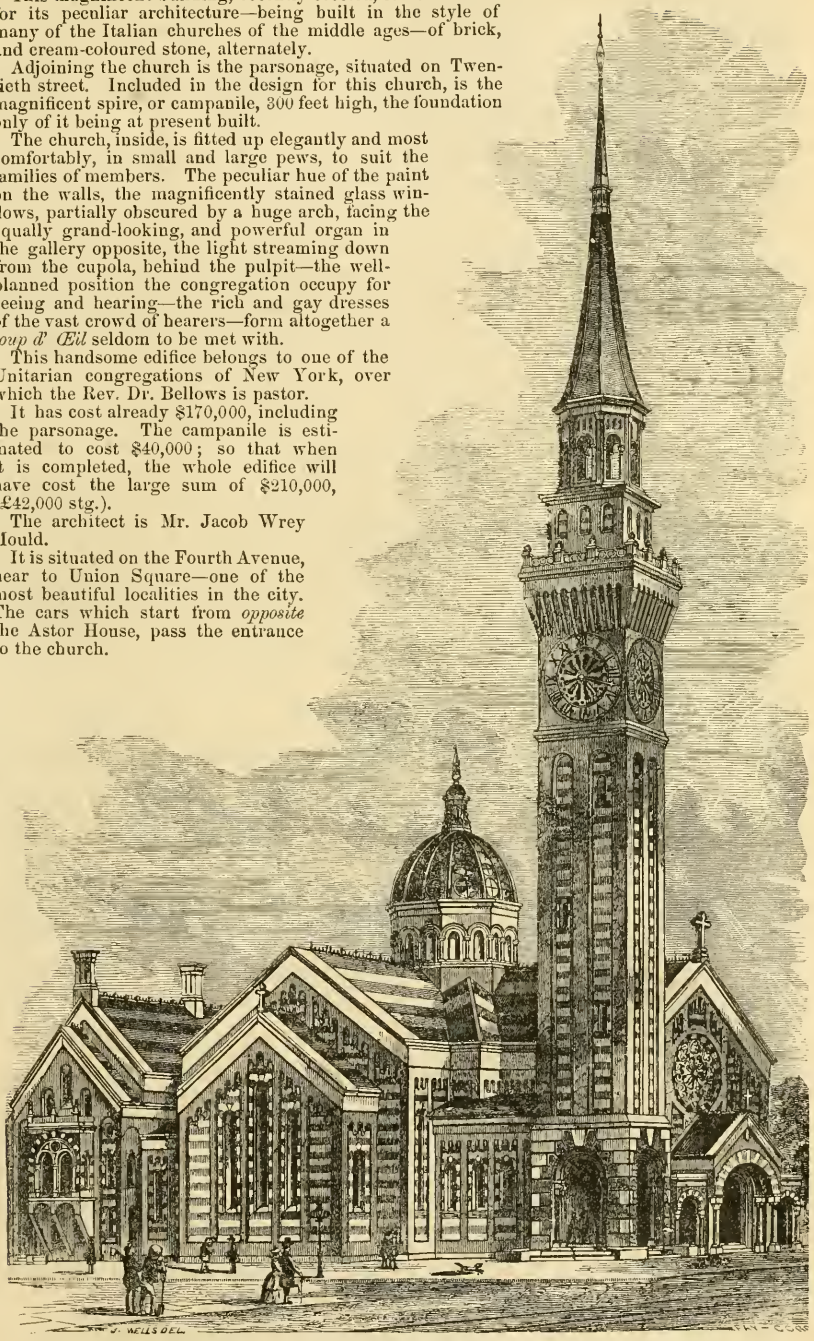
The church, inside, is fitted up elegantly and most comfortably, in small and large pews, to suit the families of members. The peculiar hue of the paint on the walls, the magnificently stained glass windows, partially obscured by a huge arch, facing the equally grand-looking, and powerful organ in the gallery opposite, the light streaming down from the cupola, behind the pulpit—the well-planned position the congregation occupy for seeing and hearing—the rich and gay dresses of the vast crowd of hearers—form altogether a *coup d' Œil* seldom to be met with.

This handsome edifice belongs to one of the Unitarian congregations of New York, over which the Rev. Dr. Bellows is pastor.

It has cost already $170,000, including the parsonage. The campanile is estimated to cost $40,000; so that when it is completed, the whole edifice will have cost the large sum of $210,000, (£42,000 stg.).

The architect is Mr. Jacob Wrey Mould.

It is situated on the Fourth Avenue, near to Union Square—one of the most beautiful localities in the city. The cars which start from *opposite* the Astor House, pass the entrance to the church.



THE CHURCH OF ALL SOULS—NEW YORK.

The Mercantile Library.—One of the finest and most useful institutions in New York, is the library and reading room of the Mercantile Library Association, situated at Clinton Hall, Astor Place, a little way out of Broadway (west end). The reading room is a magnificent apartment, equal to the reading rooms of the clubs in London and elsewhere. It is attended by a young lady waitress. There is a branch office in the city, for the convenience of parties residing in Brooklyn and places adjacent—where orders for books are received and delivered. From a report we quote :—

"The Library now contains 30,000 volumes, is rich in every popular and scientific department, and is catalogued to the end of the year 1856. Nearly 75,000 volumes were delivered to members in 1856. More than 20,000 of these were distributed through the branch office, at No. 16 Nassau street. The reading rooms are the most extensive in the United States, and contain nearly 300 magazines and newspapers selected from all parts of the world, full files of all the principal newspapers from their commencement, and a large number of books of reference. There are, beside, classes in various branches, and lectures in the winter, all for $2 a year."

Its members number upwards of 4,500.
In the vicinity is situated the well-known

Astor Library—named after Mr. Jacob Astor, one of the most successful and wealthy merchants of New York, who has bequeathed this splendid legacy as a *free* library, for the use of the citizens of the city, where he amassed a large fortune, although he entered the city—as it is said—a poor boy.

We find from a recent report of the librarian, that the fund invested for carrying on the institution yields about $13,000 a year, of which $7,000 goes for expenses, leaving $6,000 for books. More than 20,000 volumes have been added since 1854, including some exceedingly rare and valuable books.

During the day, it is frequented by many whose time and opportunities permit visiting it. As a free library, however, we confess we felt disappointed at finding that it is shut one hour after sunset—the only time when so many citizens have it in their power to frequent such an institution, and, of course, to thousands it must prove of no use whatever.

It is most comfortably, and even gorgeously fitted up, and for all who can attend during the day, it must prove a great boon.

Post-office, Nassau Street, between Cedar and Liberty Streets.—The whole business correspondence of this immense city, and through which passes the entire foreign correspondence of the United States and Canada—is conducted in this miserable shanty-looking building, which appears to us to be a disgrace to a country village—far less a city like New York. It has been, successively, a Dutch church, a riding-school, a prison, and an hospital. It is worthy of a visit, if only to see such a glaring instance of neglect, connected with so important a matter as a proper establishment fit for conducting the postal business of this great city, and which ought to be an honour to the city instead of one of its monuments of neglect, or stupidity—we know not which.

The New Arsenal.—Noticed elsewhere.

High Bridge.—Harlem, 1400 feet long (see engraving).

Castle Garden Emigration Depot.—At the Battery, east end of Broadway. (See notice of it elsewhere.)

Naval Dry Dock.—Navy Yard, Brooklyn, said to be the largest in the world—built in ten years, at a cost of $2,150,000. Docks the largest ship in 4 hours 20 m.

Amongst the finest churches in the city, we may mention—

All Soul's Church.—4th Avenue—Unitarian. (See engraving and notice elsewhere.)

Trinity Church.—Broadway, fronting Wall Street—Episcopal. The nearest approach to a cathedral in New York, about 200 feet long by 80 wide, in the florid Gothic style, with a very beautiful tower and spire, 284 feet high, containing a visitor's "view-point" of 250 feet in height. (See engraving.)

St. Paul's Chapel.—Broadway, between Fulton and Vesey streets—Episcopal.

Grace Church.—Broadway, above Tenth st. —Episcopal.

St. Patrick's Cathedral.—Corner of Prince and Mott—Roman Catholic. 156 feet by 80, accommodating 2000 persons—Byzantine style.

Fourth Universalist Church—Broadway, above Spring. Remarkable for the exquisite Gothic tracery of its carved wood-work, especially on the pulpit and canopy.

The Great Synagogue.—Greene street, near Houston—Hebrew.

### BENEVOLENT INSTITUTIONS.

New York Hospital.—Broadway. (See engraving.)

Blind Asylum.—9th avenue, near 33d street. A massive Gothic structure, covering one entire block. About 100 pupils are educated and taught appropriate trades.

Deaf and Dumb Institution.—4th avenue and 50th street, on Washington Heights, covering 37 acres. About 250 mutes educated and taught trades.

Orphan Asylum.—Bloomingdale, near 80th st. 200 inmates.

### EDUCATIONAL INSTITUTIONS.

New York University.—Washington Sq. A noble marble building, with a beautiful chapel—mediæval Gothic. (See engraving.)

Columbia College.—Park Place, near Broadway. A president, 10 professors, and 150 students.

Free Academy.—Corner Lexington avenue and 23d street. (See engraving.)

Union Theological Seminary.—University Place, near Washington Square. Six professors—100 students.

Bible House.—An immense building, occupying one entire triangular block, near the junction of 3d and 4th avenues, with a frontage of 700 feet.

General Theological Seminary.—20th st., corner 9th avenue—Episcopal.

University Medical School.—14th street, near 3d avenue. Extensive and well-arranged apparatus.

College of Physicians and Surgeons.—4th avenue, corner 23d street—Medical Museum.

New York Medical College.—East 13th street. Five months' course. Pathological Museum, and Laboratory for the practical study of Analytical Chemistry.

### SCIENTIFIC AND LITERARY INSTITUTIONS.

American Institute.—349 Broadway. For the general advancement and *application* of science. Admission free. Holds an Annual Fair at Crystal Palace, and a Cattle Show.

Mechanics' Institute.—20 4th avenue. Gives popular scientific lectures. Mechanical Museum and reading-room—schools attached.

Cooper "Union."—Astor Place, opposite Bible House. Built by Peter Cooper, Esq. Free lectures, library, observatory, debating rooms, and literary employment office. (See engraving.)

New York Society Library.—University Place, near 12th street—36,000 volumes—visitors admitted.

Lyceum of Natural History.—14th street, near 4th avenue. Appropriate library and cabinet.

New York Law Institute.—City Hall. Very complete collection of 4500 volumes.

New York Historical Society.—University Building—20,000 volumes, cabinet of coins, etc.

Apprentices' Library.—Mechanics' Hall, Broadway, near Grand street—40,000 volumes.

### FINE ART INSTITUTIONS.

National Academy of Design.—58 East 13th street. Spring exhibition of the works of living artists only. Much resorted to.

Dusseldorf Gallery.—548 Broadway. Good collection of the Flemish and German schools.

Bryan Gallery.—Corner Broadway and 13th street. Some fair originals and excellent copies.

### PUBLIC BUILDINGS.

City Hall and Park.—(See engraving.)

Custom House.—Corner Wall and Nassau. An exquisitely pure Doric building of white marble, modelled from the Parthenon. (See engraving.) Admission free.

Merchants' Exchange.—Wall street. Elegant Ionic exterior. (See engraving.)

Halls of Justice.—Centre Street—popularly known as the "*Tombs*." (See engraving.)

### RAILROAD STATIONS IN NEW YORK.

Hudson River Railroad.—Depots: corner Warren street and College Place; Canal street, near Washington; West street, near Christopher; Thirty-First street, between Tenth and Eleventh avenues.

The time is marked for Thirty-First street depot—difference from others, 25 to 30 minutes.

Long Island Railroad.—Depot: foot of Atlantic street, Brooklyn.

New Jersey Railroad.—Depot: foot of Courtlandt street.

New York and Erie Railroad.—Depot: West street, foot of Duane street.

New Jersey Central and Steamboat Line.—Office—69 Wall street.

### PUBLIC BUILDINGS.

Post-office, (Nassau street.)—Proceed to 146 Broadway, and east through Liberty street.

Custom House, (Nassau, corner Wall street.)—Proceed to 86 Broadway, and east in Wall street. (See engraving.)

Assay Office, (Wall street.)—Proceed as above for Custom House.

Merchants' Exchange, (Wall, corner William street.)—Proceed as above. (See engraving.)

City Hall, (in the Park.)—Proceed in Broadway to 260, and east in the Park. (See engraving.)

Board of Education Rooms (Grand, corner Elm street).—Proceed to 458 Broadway, and east in Grand street.

Free Academy, (23d street and Lexington avenue.)—Take a 3d or 4th avenue car to 23d street. The Academy is located between those avenues. [See engraving.]

### PUBLIC MARKETS.

Fulton, (South and Fulton streets.)—Proceed in Broadway to No. 208, and east in Fulton street to the river.

Catharine, (South and Catharine streets.)—Proceed in Broadway to No. 222, and east in Park Row, Chatham street, and East Broadway to No. 15, and southeast in Catharine street to the river.

Washington, (Fulton and West streets.)—Proceed in Broadway to No. 207, and west in Fulton street to the river.

Centre, (Grand and Centre streets.)—Proceed to No. 458 Broadway, and east in Grand street to No. 162.

Essex, (Grand and Essex streets.)—Proceed in Broadway to No. 458, and east in Grand street to No. 334.

Tompkins, (Bowery and 6th street.)—Proceed to 698 Broadway, east in 4th street to No. 394, and north in Bowery to No. 395.

Jefferson, (6th and Greenwich avenues.)—Proceed to No. 769 Broadway, and west in 9th street to No. 1.

Spring Street, (West and Spring streets.)—Proceed to 527 Broadway, and west in Spring street to the river.

Houston Street, (Pitt and Houston streets.)—Proceed in Broadway to No. 608, and east in Houston street to 174.

### PUBLIC PARKS.

Battery, (Foot of Broadway.)—Proceed to No. 1 Broadway, and cross Battery Place.

Park, (corner Chambers street and Broadway.)—Proceed to 271 Broadway.

Washington, (Fourth and Wooster streets.)—Proceed to 698 Broadway, and west to Wooster street.

Union, (14th street.)—Proceed in Broadway to No 862.

Madison, (23d street.)—Proceed in Broadway to No. 948.

Tompkins, (Avenue A.)—Proceed in Broadway to No. 754, and east in Eighth street.

Central, (59th street.)—Proceed in Broadway to its junction with 8th avenue—or take a 2d, 3d, or 4th avenue car to 86th street, and proceed west.

### PLEASANT DRIVES.

To High Bridge, via Bloomingdale.—Proceed north in Broadway, through Bloomingdale road, into the Ninth avenue.

To High Bridge, via McComb's Dam.—Proceed north in Broadway to No. 948, and north in Fifth avenue to Harlem River; after crossing the river, proceed west.

To Fort Washington.—Proceed north in Broadway, through Bloomingdale, Manhattanville and Carmansville, along the King's Bridge road to 175th street, and west to the river.

To Jamaica, via Cypress Hills' Cemetery.—Proceed to No. 458 Broadway, east in Grand street to the river, cross Division avenue ferry; pass through South 7th and South 6th streets and Broadway, east into Johnson street, which leads to the plank road.

To Flushing, via Green Point and Newtown.—Proceed in Broadway to No. 784, and east in Tenth street to the river; cross the ferry, and proceed east along the plank road.

To Paterson, via Hoboken.—Proceed to either No. 227, 417, or 769 Broadway, and west through Barclay, Canal, or Ninth and Christopher streets to the river, and cross the ferry—taking the plank road to the west.

### OBJECTS OF INTEREST.

High Bridge, (over Harlem River.)—Drive out Broadway and Bloomingdale road, and into the 9th avenue beyond Bloomingdale—or take a car to Harlem, from 4th avenue and 27th street, and then take stages west from Harlem. (See engraving.)

Distributing Reservoir, (5th avenue and 42d street.)—Take a Broadway and 42d street, or a 5th avenue stage, or a 6th avenue car from Broadway and Vesey or Canal street, to 42d street.

Receiving Reservoir, (86th street.)—Take a 2d, 3d or 4th avenue car to 86th street, and proceed west.

Greenwood Cemetery, (South Brooklyn.)—Proceed to 208 Broadway, and east in Fulton street to the East River; cross the ferry, and take the Court street cars, which go to the Cemetery gate.

Hoboken and Elysian Fields.—Proceed to either 227, 417, or 769 Broadway, and west through Barclay, Canal, or Ninth and Christopher streets to the river, and cross the ferry.

### HOW TO LEAVE NEW YORK.

For Philadelphia, via New Jersey Railroad Depot at Jersey City.—Proceed to 171 Broadway, thence to the foot of Courtlandt street, and cross the ferry.

For Philadelphia, via Camden and Amboy Railroad.—From Pier No. 1 North River. Proceed to No. 1 Broadway, and west in Battery Place to the river.

For Boston, via Stonington and Providence.—From Pier No. 2 North River. Proceed to No. 1 Broadway, and west through Battery Place to the river.

For Boston, via Fall River and Newport.—From Pier No. 3 North River. Proceed to No. 1 Broadway, and west through Battery Place to the river.

For Boston, via Norwich and Worcester.—From foot of Courtlandt street. Proceed to No. 171 Broadway, and thence through Courtlandt street to the river.

For Boston, via New Haven Railroad.—Depot 27th street and 4th avenue. Take a 4th avenue car, which starts from the Astor House, or a Broadway and 4th avenue stage, north to 27th street.

For Albany, via Hudson River Railroad.—Depot, Warren street and College Place. Proceed to 260 Broadway, and west in Warren street to College Place.

For Albany, via Harlem Railroad.—Depot 27th street, corner 4th avenue. Take a 4th avenue car, which starts from the Astor House, or a Broadway and 4th avenue stage, north to 27th street.

For Albany, via People's Line Steamboats.—From foot of Courtlandt street. Proceed in Broadway to No. 171, and west in Courtlandt street to the river.

For Albany, via Merchants' Line Steamboats.—From foot of Robinson street. Proceed to No. 237 Broadway, and through Park Place west to the river.

For Buffalo or Dunkirk, via New York and Erie Railroad.—Depot, foot of Duane street. Proceed in Broadway to No. 303, and west in Duane street to the river.

For New Haven, by steamboat.—From Peck Slip. Proceed to 208 Broadway, and east in Fulton street to the river; thence northeast two blocks.

THE HIGH BRIDGE, CROTON AQUEDUCT.

High Bridge.—Connected with the water supply of New York, we give the above engraving of the Aqueduct, over which the water is brought in pipes into the city to the great reservoir at 86th st., from Croton River nearly 40 miles off. By this means, New York is supplied by an abundant, and never-failing stream of the best water which can be desired. It is brought to a receiving reservoir, on York Hill, about 5 miles from the City Hall. The quantity capable of being supplied and distributed, is 60 *millions of gallons in one day.*

The Bridge, represented above, crosses the Harlem Valley and River, and is 1450 feet long. There are 8 arches, with a span of 80 feet each, springing from piers 20 feet wide, at the spring line, which is 60 feet above the surface of the river, at high water. There are several other arches, springing from the ground, of 50 feet each.

The whole works, in connection with bringing the water by this means to the city, has cost upwards of $15,000,000 (£2,400,000 stg.).

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On the next page will be found illustrations of one of the banking establishments of the city, as well as of the celebrated billiard-table rooms of M. Phelan, the largest establishment of the kind, we believe, in the United States, where thirty magnificent tables are fitted up for play, all the manufacture of Messrs. O'Connor & Collinder, of New York, the largest billiard-table makers in the country.

## BROOKLYN.

Across the East River is the suburban city of Brooklyn, where thousands of the New York merchants, and others, reside. The ferry-boats cross every three or four minutes. From Brooklyn "Heights," some of the finest views of New York and neighbourhood are obtained. Brooklyn is governed by a mayor, and a board of 18 aldermen—publishes daily newspapers, and has about it all the characteristics of a city, although it forms, in reality, only a suburb of the great "Gotham," with which it is so closely allied. The population is about 98,000.

Strangers will find the Rev. H. W. Beecher's church (named Plymouth Church) in Orange street, between Hicks and Henry streets. Take the ferry foot of Fulton street.

Brooklyn has nearly 80 churches in it, of all denominations, and thence has been styled the "City of Churches."

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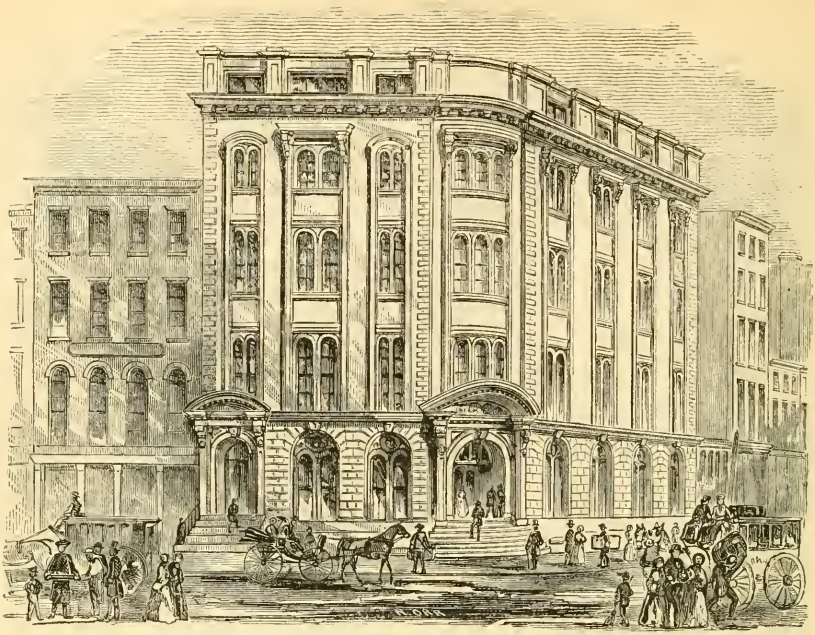
Greenwood Cemetery, the largest public burial ground in the world, is situated on Gowanus Heights, about 2½ miles from South Ferry.

The various avenues in the ground extend for about 15 miles—and, with its hills and dells, forms a scene of great beauty, whilst the magnificent monuments, and the eminent individuals buried there, render it a place peculiarly interesting.



THE BANK OF THE REPUBLIC, BROADWAY.

M. PHELAN'S BILLIARD-TABLE ROOMS, BROADWAY.

## NEW YORK STREETS AND CORPORATION.

One of the worst things connected with New York, which strikes a stranger at once on his coming either from Great Britain, or such a city as Philadelphia or Boston, is the abominably disgraceful state which the public streets are in, for the most part. It matters not whether it is fine a day or foul day, there the gutters reek with stagnant water and filth to such an extent, that we are only surprised that the mortality is not greater than it is in New York, although, who can doubt but that that has something to do with the great mortality which takes place among young children, compelled as they are, to inhale the poisonous miasma from stagnant dirty water, etc., before the doors. Again, in the paving of the streets, they are equally bad. With the exception of such as Broadway, there is scarcely a street in New York, but in driving along which you have to be very careful, or either the springs of your machine will snap, or you will be pitched out, owing to the ruts, holes, and stones laying about. The condition of the public streets of New York—as regards scavengering and paving—are at present, and we believe long have been, a standing memorial of an effete, or disgracefully disregardless corporation. Ask any one, high or low, rich or poor, as to why it is so, and you will get the one universal answer —"We are swindled out of the money which ought to keep the streets in better order. Instead of paying to do that, it finds its way into the pockets of a corrupt corporation." We could scarcely believe such to be possible, but "what every body says must be true." We are so far glad, however, to be borne out in these remarks by a quotation which we make from the New York *Daily Herald*, the editor of which paper (20th September, 1858) appears to be indignant, when, in referring to the enormous taxation of the city, he says:—

"In return for the vast expenditure of $10,000,000, the citizen gets comparatively little advantage; over 3,000,000 of it goes into the pockets of a set of thieving officials, small politicians, rowdies, and fighting men; filthy streets, with the germ of pestilence in every gutter; schools so inadequate to the population, that 10,000 children are refused admittance in one week; a police department so grossly mismanaged that life is continually in danger, and property almost wholly unprotected; a city government more abominably corrupt and inefficient than any other on the face of the globe—these are the benefits which the citizens of New York get for all the money that is squandered and plundered every year. And such comments will remain true of the condition of this city until its government is taken out of the hands of dishonest politicians."

And again, talking of the taxpayers, says:—

"They are the sufferers from all our corporation corruptions—they are the parties who are fleeced by the robbers and jobbers of all the rotten cliques and parties in the field; and the wrongs of the taxpayers can only be righted by themselves. They can clean out our treasury suckers if they will, and a half dozen men may put the ball in motion. Will nobody take the hint, and move in this important matter of reducing the fees and perquisites of our corporation sharks and jobbers to the extent of $2,000,000 or $3,000,000 a year? Can any man enumerate the loafers and vagabonds now subsisted out of the pockets of the taxpayers, but who would be driven to honest labour, or driven out of the city, if our corporation expenses were cut down to the extent of some $2,000,000 or $3,000,000 a year?

## POLICE OF NEW YORK.

From what we have seen and heard of this body, their efficiency or discipline is very questionable, when compared with the well-regulated system of any of the British cities.

The policeman of New York is apparently a very gentlemanly man, and will be found now and then at corners of streets, etc., dressed up with blue frock coat, and white pants, with blue cloth cap (in summer).

If you ask him a question, regarding your way to any particular point, perhaps

he will withdraw the cigar from his mouth, and give you a quiet, civil answer; or he will answer you with the cigar stuck in the corner of his mouth, as he stands enjoying his "weed," and it may be, he answers not over civilly, and rather carelessly. It is, however, in the catching of pickpockets, for example, where we have seen him shine, to positive disadvantage—when in having some "rowdy" pointed out to him to secure, he would (cigar in mouth) give chase, and possibly run after his game for probably 100 yards—when, either fancying it too much trouble, or from some other cause, he would give up the chase, and be laughed at by the by-standers, as well as by the scoundrel he was in pursuit of. We need not say what the effect of such an exhibition must be, upon the more vicious members of society, when they see such laxity in apprehensions. Compare this with the determined vigilance, courage, and perseverance of a London policeman, who, in such circumstances, would chase his man from Hammersmith to Bow, rather than be defeated, once he had started in pursuit. The case we have mentioned, as regards New York policemen, is only what we have borne witness to, (in what is termed the "mayor's squad,") and is a sample, from what we hear, of the efficiency of the protectors of the public safety and peace—who are elected to their situations, it is affirmed, more to serve private or political interest, than with an eye to the efficiency of the public service.

The inefficiency of the police of New York cannot be better illustrated than by reference to the fact of murders, robberies, burglaries, assaults, etc., taking place, daily and nightly, without the offenders being brought to justice—together with the fact, that almost the whole of the large stores and factories are obliged to have private watchmen, during the night, to protect their property.

Notwithstanding all the wealth, intelligence, and experience which exists in New York, we are surprised that such a want of protection to person and property exists, in the system, at present, which assimilates to that in existence in London 100 years ago.

## DINING SALOONS, ETC.

No city is better off than New York for the conveniences it affords for men of business and the thousands of assistants of all kinds, as well as strangers, getting a good, comfortable, and economical dinner. Much as Manchester may boast of its "Merchant's," in Market street; London, of its "Gresham," in Aldermanbury; Glasgow, of its "McLeary's" or "Pippett's;" or Liverpool, of its "Anderson's" or the "Crooked Billet," the stranger, when he becomes acquainted where to go, in New York, can dine better there, for less money, than in any of the cities referred to. The dining saloons are conducted on the same style as those in Manchester, where the system of tickets are given by the waiter, stating the amount you have to pay as you retire. There are printed bills of fare, and an immense variety of eatables and edibles are there mentioned, with the price stated opposite each. For example, you can have a plate of soup, roast mutton, potatoes, bread, butter, pickles, and pudding for 29 cents, or 1*s.* 2½*d.*—information, perhaps, worth knowing by the stranger who has not much money to spend.

Strangers, on arriving in New York, will do well to bear in mind, that it matters not how finely furnished or expensive-looking the restaurant or dining saloon may be—such are as economical as the meanest places of the same sort. Emigrants, arriving in New York, make a great mistake in that respect, by going to second and third-rate dining rooms—at the request of interested parties—near the wharves, which are the most expensive and most unsatisfactory of any. They should go to a first-class restaurant, or to a hotel on the European plan, and by going into the *coffee room*, they can have what they want, of the very best description, and at the most moderate charges.

The fittings of some of these dining saloons exceeds any thing of the kind we ever saw in Great Britain, and what with plate-glass all round the walls, rich and expensive drapery, carving and gilding, with marble tables, all in a style of palatial magnificence nowhere excelled, and yet, as we have said, the charges at such, are as low as at many very inferior places of the same kind.

## WHOLESALE AND RETAIL STORES.

The retail stores, in extent and character, range from the roughest and most primitive "shanty" to the most gorgeous marble palace situated in Broadway.

The wholesale stores, in general, occupy only floors (called "flats," in Scotland). In one block of building, from 30 to 40 feet wide and 200 feet long, there will be found 3 or 4 wholesale storekeepers. There are scarcely any colossal establishments, such as Morrison, Dillon & Co.'s, Cook, Sons & Co.'s, Leaf, Coles & Co.'s, of London; S. & J. Watts', H. Bannerman & Sons', I. & N. Phillips & Co.'s, or Potters & Norris, in Manchester; or J. & W. Campbells, Stewart & McDonald's, or Arthur & Fraser's, in Glasgow. There may be said to be really no monster dry goods stores in New York, which can take rank with any of the foregoing houses, excepting A. T. Stewart & Co.'s, on Broadway—certainly the largest concern of the kind in America. It is both wholesale and retail. There are smaller establishments, more splendid in architectural design, and with more elaborately carved marble fronts, but not one of them can compare, as regards extent, or amount of business turned over, with Messrs. Stewart's house. As regards the interior magnificence of its retail departments, it can vie with any in London or Paris.

## THE STREET CARS, OR RAILROADS.

As may be well known, some of the principal streets in New York, are laid with a double line of rails, over which are run railroad cars, each drawn by two horses. The car is a low-set railway carriage, with an entrance and a platform at each end. At one end stands the driver, with a brake at his side, which he uses with one hand, and pulls the reins with the other, when he wishes to allow a passenger to get off or on. If you are in the car, you have merely to pull the strap, on the roof of the car, and it rings a bell, on hearing which the driver pulls up. There is a conductor who takes the fares, and it is astonishing with what eagle-eyed sharpness he detects a fresh passenger, who may have jumped on whilst the car was in motion, and mixed amongst a crowd, most probably.

These cars are seated for about 24, but on the platform, there is standing room for 10 or 12 at each end, so that in the morning and evenings they will be seen bowling along with a load of, sometimes, as many as from 40 to 50 people, the centre of the car inside being lined with passengers standing. They are very wide and roomy, well cushioned, and easy to ride in. They run the full distance from point to point, which is about 5 miles, for 5 cents, (or 2½*d.* stg.,) going at the rate of fully 6 miles per hour. Notwithstanding that the ordinary street omnibuses run on the same lines, and that they, as well as carts and vehicles of all sorts, cross and re-corss the rails, there is never any accident with them. Attached to the horses are small bells, which warn all of their approach, and with the powerful drag in the hands of the driver, a collision can be promptly prevented.

There are several companies interested in these cars. Each one has a separate route, and keeps to its own, running back and forwards, day after day, every day in the week. The men who are conductors and drivers are employed 15 to 16 hours per day, and are required to keep their time to a minute, in arriving and departing from each terminus, which they do every 2 minutes. The horses are employed only about 3 hours per day, running in that time 18 to 20 miles per day. On the ringing of the bell, they are so trained, that they understand to pull up and start, as the case may be.

One line of these cars belongs chiefly to one of the most celebrated men in New York, an American by birth, named George Law, the son of a Scotchman, who is said to be one of the most successful speculators in the United States, and a man who has always worked, like many of his countrymen, more with his head, than his hands. To see the stables belonging to him, where the horses belonging to his line are housed, is one of the sights of New York. There nearly 800 horses are to be seen, all well cared for and made comfortable. The feed for them is laid in, on the best terms, and machinery assists in cutting and bruising it to render it as profitable as possible.

We fancy that Wilson, of the "Favourite" line of busses in London; Greenwood & Turner's, of Manchester, with their 3 horse abreast Scotch buss; or Andrew Menzies, of Glasgow, can scarcely boast of doing this particular branch of city trade, on so extensive a scale, as that now described, far less conveying passengers 5 miles for 2½*d.*

We understand that each car makes 16 journeys per day, and carries on an average, about 30 passengers each trip. There are about 70 cars on one line, giving something like the following result:—Total number of cars, 70. Running equal to 5,320 miles, and carrying 33,600 passengers per day. Income at 5 cents each, $1,680, or £336, stg., in one day, or $11,760 per week, or in one year $611,520, (£122,640,) on one line of streets alone! The line of George Law's, it is said, pays at least 12 per cent dividend, besides bonuses.

A new description of one horse railroad car was started in New York last August, and a most comfortable car it is. Connected with it, there is no conductor. The driver pulls up—you enter—put the amount of your fare down a slip near the roof, and it drops into a glass case. When the driver, who sees through the glass that the amount is correct, he touches a spring, and the coin falls down into a locked drawer underneath; the money never being touched by the driver, and beyond his reach. If you have no change, the driver will give you full change, through a hole in the top of the omnibus. On entering the car you deposit the proper amount of fare as stated. The door is opened and shut by a strap in the hands of the driver, attached to the door.

In the city omnibuses, (called stages) the only attendant is the driver, who attends to its management in the same manner as above described.

## CITY OF WASHINGTON.

"Washington, the Capital of the United States, is beautifully and conveniently situated on the north bank of the River Potomac, District of Columbia. The city is nearly surrounded by a fine amphitheatre of hills of moderate elevation, covered with trees and shrubbery, and commanding from many points picturesque scenery, and extensive views of the "River of Swans," which, descending from the Alleghany Mountains, and winding its way for nearly 400 miles through a fertile and most attractive country, expands into Chesapeake Bay. The environs of the city abound in elegant villas and country seats.

"Lat. 38° 55′ 48″ north, and long. 77° 1′ 30″ west from Greenwich. It is the first meridian of American geographers.

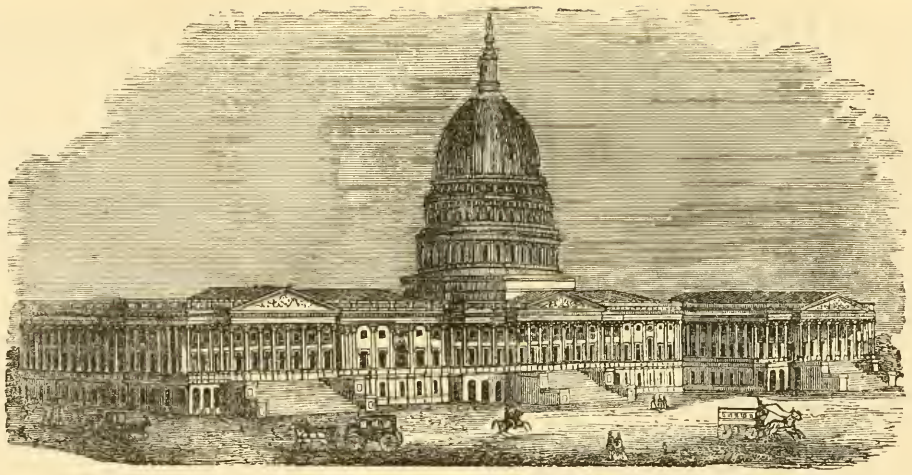
"The site has a gently undulating surface. The city extends N. W. and S. E. about 4½ miles, and E. to S. about 2½ miles. The public buildings occupy the most elevated situations. The streets run N. and S., and E. and W., crossing each other at right angles, with the exception of 15, which point to the States, of which they severally bear the names. The Capitol commands the streets called Maryland, Delaware, and Pennsylvania avenues; the President's House, Pennsylvania, Vermont, New York, and Connecticut avenues, and all these different intersections form 1170 squares. Pennsylvania avenue, which stretches in a direct line from Georgetown to the Eastern Branch, passing the President's House to the Capitol, is 4 miles in length, and 160 feet wide between those edifices, and beyond them 130 feet. The streets are from 70 to 100 feet wide. The whole area of the city is about 3016 acres, and its periphery about 14 miles.

"The city was founded, and the corner-stone of the Capitol was laid, with masonic honours, on the 18th Sept., 1793, and the city was first occupied as the seat of government in 1800.

"The public buildings of Washington are the Capitol, the Executive Mansion, the State Offices, Treasury Buildings, War Offices, Navy Offices, Offices of the Secretary of the Interior, Patent Office, Post-office, Office of the Attorney-general, National Observatory, the Arsenal, Navy Yard, Smithsonian Institute, National Medical College, Columbian College, Coast Survey Office, City Hall, National Institute, numerous churches, the hotels, and many others devoted to a variety of useful, literary, and benevolent purposes.

"Public Squares and Parks.—We condense the following from Miss Lynch's description of Washington: "The open waste lying between the Capitol, the President's House, and the Potomac, is about to be converted into a national park, upon a plan proposed by the lamented A. J. Downing. The area contains about 150 acres, and the principal entrance is to be through a superb marble gateway, in the form of a triumphal arch, which is to stand at the western side of Pennsylvania avenue. From this gateway a series of carriage drives, forty feet wide, crossing the canal by a suspension bridge, will lead in gracefully curved lines beneath lofty shade-trees, forming a carriage drive between 5 or 6 miles in circuit. The grounds will include the Smithsonian Institute and Washington's monument. The parks round the President's House and the Capitol have already been mentioned. Lafayette Park, on the north side of Pennsylvania avenue, in front of the executive mansion, is laid out and planted with shrubbery, etc., and contains, as we have elsewhere stated, a bronze equestrian statue of President Jackson. To avoid the unpleasant angularity, caused by the peculiar intersection of the streets, open spaces are to be left at these points, which are to be laid out and planted with trees, etc. There are extensive grounds around the City Hall, called Judiciary Square."

"Objects of Interest in the Vicinity.—Fifteen miles south of Washington, on the Potomac, is Mount Vernon, once the home, and now the tomb of Washington. Thirteen miles above Georgetown are the Great Falls of the Potomac, thought by many to equal, in wildness and picturesque interest, any in the country. The Little Falls, which descend 15 feet perpendicularly, are only 3 miles above Georgetown. The latter was a favourite fishing resort of Daniel Webster. Measures are being taken to supply Washington with water from one of these falls.



THE CAPITOL OF THE UNITED STATES, CITY OF WASHINGTON.

"The Capitol is situated on an eminence, in the city, (looking towards the west,) of 72 feet above tide-water, and consists at present of a centre building and two wings, making a total length of 352 feet, and of 121 feet depth at the wings. The central building contains a rotunda 96 feet in diameter, and the same in height, crowned by a magnificent dome, 145 feet from the ground. The wings are also surmounted by flat domes. The eastern front, including steps, projects 65 feet, and is graced by a portico of 22 Corinthian columns, 30 feet in height, and forming a colonnade 160 feet in length, presenting one of the most commanding fronts in the United States. The western front projects 83 feet, including the steps, and is embellished with a recessed portico of 10 columns. This front, though not so imposing in itself as the eastern, commands the finest view anywhere to be had in Washington, overlooking all the central and western portion of the city, and all the principal public buildings. On the steps of the east front of the Capitol, among other works of art, is a noble statue of Columbus, supporting a globe in his outstretched arm. The interior of the western projection contains the library of Congress, a considerable portion of which was burned in the winter of 1851–2. Previous to that event, it numbered 50,000 volumes. It has been rebuilt fire-proof. On entering the rotunda, the first objects that strike the attention are the paintings which adorn the walls. Surrounding the rotunda are a number of chambers, passages, committee rooms, rooms for the President, members of Cabinet, etc. The Senate chamber is on the second floor of the north wing, of which, however, it occupies less than half the area, and is of a semicircular form, 75 feet long, and 45 high.

"The Hall of Representatives is on the second floor of the south wing, and is also semicircular, but much larger than the Senate chamber, being 96 feet long, 60 high, and surrounded by 24 Corinthian columns of Potomac marble, with capitals of Italian marble. The galleries are similar in their arrangement to those of the Senate Chamber. The Capitol is now in process of being greatly enlarged, the corner-stone of the new portion having been laid by President Fillmore, July 4th, 1851. The Supreme Court room is under the Senate Chamber. The grounds around the Capitol are hand-

somely laid out, and planted with trees and shrubbery, presenting, during the spring and summer, a scene of exquisite beauty. The extensions will comprehend two wings, 238 by 140 feet, which are to be surrounded on three sides by colonnades, and to communicate on the fourth by corridors 44 feet long, and 50 wide, with the main building. The whole will be 751 feet long, and cover an area of 3¼ acres. The grounds around the Capitol embrace from 23 to 30 acres, forming an oblong on three sides, and a semicircle on the west.

"The President's Mansion has a front of 170 feet by 86 feet deep, is 2 stories high, and built of freestone, painted white, hence, we presume, it is named the "White House." The north front has a portico ornamented with 4 Ionic columns facing Pennsylvania avenue, and 3 at the sides; under this, carriages drive to deposit their visitors. The Potomac front has a circular colonnade of 6 Ionic columns. In the same enclosure with the Executive Mansion are the edifices appropriated to the State, Treasury, War, and Navy Departments. The State and Treasury buildings are directly east of the President's House, and those of War and Navy west of it.

"The State Department is a plain, brick structure, 160 feet long, 55 wide, and 2 stories high, in which are employed 19 clerks, 2 messengers, and 5 watchmen. The department contains a large library of books, maps, charts, etc., and in the copyright bureau are deposited from 10,000 to 12,000 volumes of works copyrighted in the United States. Immediately south of the State Department is

"The Treasury Department, occupying an imposing edifice of stone, 340 feet long, and 170 wide, and, when completed, will be 457 in length. The east front (on the north bend of Pennsylvania avenue, caused by the interruption from the park around the President's House) has a colonnade of Ionic columns, 300 feet long, and, when the north and south wings are added, will number 42 columns. The north and south ends of the building will also have projecting porticos. This edifice has about 150 apartments, in which are employed, besides the secretary and his assistant, 3 auditors, 2 treasurers, 1 register, 1 commissioner of customs, about 300 clerks, and perhaps 30 other employees. The building of

"The War Department is precisely similar to that of the State, and is the headquarters of the army officers. In it are employed, besides officers, 92 clerks, and other employees.

"The Navy Department, in the rear of the War, employs more than 40 clerks, besides messengers, etc. The Indian Bureau is also in this building.

"The Pension Office is a very large but plain structure, immediately west of the Navy Department. About halfway between the Capitol and President's House, north from Pennsylvania avenue, fronting E street, is the structure occupied by

"The General Post-office, one of the finest edifices in Washington. It is of white marble, 204 feet long, and 102 deep, contains over 80 rooms, and employs, besides the postmaster-general, his 3 assistants, more than 50 clerks, and the sixth auditor, with over 100 clerks. Occupying the square between 8th, 9th, and F and G streets, is the building of the Department of the Interior, or Home Department, generally called (from one of its bureaus) the Patent Office. (See Engraving.)

"South from Pennsylvania avenue, west of the Capitol, and south-east from the President's House, on a gently rising ground, in the midst of the new park now being laid out, stands

"The Smithsonian Institute, one of the noblest institutions and finest structures in Washington. The edifice is 450 feet long by 140 wide, is built of red sandstone, in the Romanesque or Norman style, embellished by 9 towers of from 75 to 150 feet in height, and when viewed from Capitol Hill, has an imposing effect. In the building will be provided a lecture room, sufficiently capacious to seat from 1200 to 2000 persons, a museum for objects of natural history, 200 feet long, one of the best supplied laboratories in the United States, a gallery, for paintings and statuary, 120 feet long, and a room capable of containing a library of 100,000 volumes, and actually numbering 21,701, in 1853; of which 4539 were copyright works. This institution was endowed by James Smithson, Esq., an Englishman, who left to the United States $515,169, (according to the words of the will,) "to found at Washington an establishment for the increase and diffusion of knowledge among men."

Smithson died in 1829, and in 1846 was commenced the structure which has been built by the interest accumulated up to that time, viz., $242,129. The fund yields an annual income of more than $30,000. The will makes no restriction as to the kind of knowledge to be promulgated. Works on ethnology and antiquities have already been published by the institution.

"The National Observatory, one of the institutions most creditable to the government, occupies a commanding site on the banks of the Potomac, south-west from the President's House. The Observatory is under the direction of Lieutenant Maury, of the Navy. Besides the astronomical observations constantly made here, chronometers, for the use of the navy, are thoroughly tested, researches made as to tides, currents, etc., and longitudes determined with greater accuracy by the aid of the electric telegraph.

"The Arsenal, on Greenleaf's Point, at the junction of the Eastern Branch with the Potomac, is one of the principal arsenals of construction in the United States.

"About 1¼ miles north-east from the arsenal, and the same distance south-east of the capitol, on the East Branch, is

"The Navy Yard, which covers about 20 acres, enclosed by a wall. This is one of the most extensive yards in the Union, and employs more than 400 hands in the manufacture of anchors, chain-cables, steam-engines, and boilers, pyrotechnics, in brass and iron foundries, etc., etc.

"The National Cemetery, or Congressional Burying-ground, is situated about 1 mile east of the capitol, on an elevation commanding fine views of the surrounding country, which is beautified with trees and shrubbery. Here have been deposited, for a short time at least, the remains of some of the most distinguished men in the nation, and here are erected cenotaphs to all members of Congress dying while in office.

"The buildings of the Coast Survey do not, in themselves, deserve any notice, but the operations carried on here, under the superintendence of Professor A. D. Bache, a name well known to science, are of the most important nature.

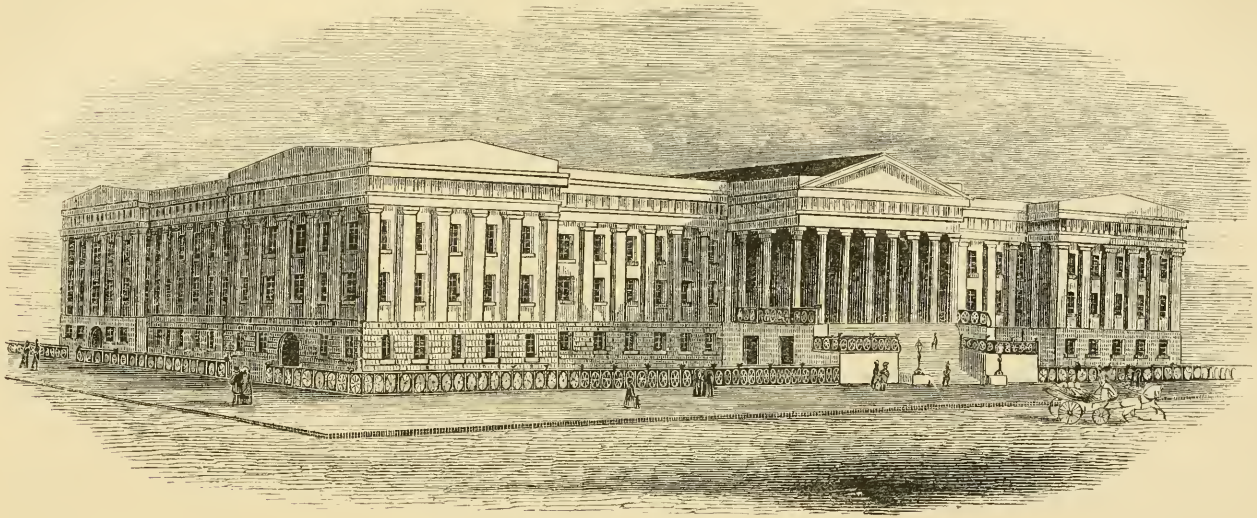
"The resident population of the city is about 55,000, but much more when Congress is sitting, by a large influx of strangers and others connected with the national affairs."

## FROM THE EAST TO WASHINGTON AND MOUNT VERNON.

Passengers destined for the tomb of the immortal hero of Independence—Washington—take the cars at the Camden Station at Baltimore, and proceed direct to Washington City. Next, proceed in a steamer bound for Mount Vernon, passing on the way the Washington Navy Yard: in about an hour and a half reaching the wharf of Mount Vernon. From there any one will point out the road to the tomb, which is close at hand.

Mount Vernon, once the home, but now the tomb, of Washington, is 15 miles south from the City of Washington, on the River Potomac.

The Baltimore and Ohio Railroad has a branch from the city to Baltimore, and connecting with all points north and east.



PATENT OFFICE, CITY OF WASHINGTON.

The Patent Office (Department of the Interior) is near the edifice of the General Post-office, and, when finished, will be next to the Capitol itself in extent and magnificence. There will be found models of all the countless thousands of inventions which have sprung from the inventive Yankee brain, and also the cabinets of natural history collected by the exploring expeditions, as well as many most interesting relics of Washington and Franklin, and the presents of foreign governments. Upwards of 150 clerks and about 20 subordinates are employed. The building is partly of free-stone and partly of marble, 270 feet long and 170 feet deep. The portico, copied from the Parthenon at Athens, consists of 16 columns in a double row.

## CITY OF PHILADELPHIA.

The city of Philadelphia ranks second in importance as a city, in the United States. But as a mining and manufacturing centre, probably holds the first position.

It is situated on a peninsula something like what New York is, but between the Delaware and Schuylkill Rivers. The former extending its course of 100 miles, to the sea, and all the way affords depth of water sufficient to float the largest ships at its wharves; the Schuylkill, on the other hand, affording excellent water communication with the mining regions of Pennsylvania.

The population of the city by the last census, was 423,000, being an increase of 83,055 over that of 1850—showing a population of 261,471 greater than that of Boston, and of 206,904 less than that of New York. In the latter estimate, however, it ought to be borne in mind, that the population of New York is much more of a migratory and unsettled—therefore, unproductive character, than that of probably any city in the States—but particularly so in comparison with the character of the population of Philadelphia, which is of a much more permanent and productive character. The number of Irish alone in New York, engaged in domestic employment—consequently, unproductive labour—is 175,375. Since the last census was taken, the population of Philadelphia has increased to nearly 600,000.

Approaching Philadelphia from New York, you arrive most probably per rail from Amboy, at Camden station. From there you cross the River Delaware in the ferry steamer which lands you at Walnut Street Wharf. Approaching the city from the west or north you arrive at the station on the western side of the Schuylkill River, where the locomotive will leave the train. Your carriage will be drawn by six or seven mules for about 1½ miles into the centre of the city, at which you will find the carriages of the principal hotels waiting, as well as cabs, and plenty of coloured porters.

The stranger, on visiting Philadelphia, cannot but be struck with the vast dimensions of the city—its immense manufacturing productive powers—its spacious streets, laid out with the mathematical precision of the foot-rule—its public and private palatial buildings—its vast wholesale and magnificent retail stores—its gaily dressed ladies—all combining to upset our previous conceptions of a "Quaker city"—not presenting in its external character, almost any thing akin to the quiet staidness of the worthy representatives of its founder, Quaker William Penn.

Friends in the east would have us to believe that Philadelphia was a city, nowhere—that as much business was done in New York in one day, as was done in Philadelphia in one year—that the people of Philadelphia were asleep—behind the age—and, as Londoners would say, (when they talk of such cities as Manchester, Liverpool, and Glasgow) a place "in the country"—conveying the idea of some suburban town.

Our visit to Philadelphia, then, was an agreeable surprise in every respect.

We visited some of the streets where the stores are located, and found in them, every one busier than another—nailing up boxes, hauling them out on trucks, and into wagons at the doors. Dry goods salesmen we found neck deep in mazes of prints and calicoes, displaying them to western customers, and these marking their purchases; hardware men quoting the lowest for some of Sheffield's best productions; grocers and their customers, buried behind huge piles of boxes of tea, whilst tasting their samples; publishing houses crammed full of books of all sorts and sizes, from "Jack the Giant Killer" to Lippencott's ponderous "Gazetteer,"—with their floors jammed full of cases being packed to send off to enlighten the natives as well as foreigners, in all quarters of this mighty continent. Young men would be seen labelling immense cases of goods for the chief cities in the west and south, and even east, as far as Boston; carters loading and unloading every conceivable kind of package, all betokening an amount of business, despatch, and bustle, which made us begin to consider whether we were in New York or Philadelphia.

Entering some of the immense factories in iron work, the large letter-press printing es-

tablishments, both book and newspaper—seeing them throwing off their dailies by their tens of thousands, as fast and as cheap as human skill can accomplish—the immense binderies, and many other large and busy hives of industry—we found the same magnitude of operations going on, all clearly letting us know that we were in one of the largest manufacturing cities in this country—questioning if it was not likely some day to rival its more populous neighbour—New York—in manufacturing enterprise. If the stranger should happen to visit Philadelphia about the time we did, (August) or, in fact, at any time during the summer months, he will find the scene we have endeavoured to portray.

Where there are so many spacious streets in the city, filled with elegant stores of all kinds, it is difficult to mention any one in particular: but Chestnut street appears to be the principal main street, and forms the "Broadway" of the city—in which some retail stores are situated, which, for size and elegance, are not, we believe, excelled by any city in the world. The streets generally are clean and in good order, and in that respect forms a pleasing contrast to those cesspools of filth which characterize the streets of the "Empire City." The houses in many of the streets in the city are neat, compact, brick houses, resembling very much those to be seen in the neighbourhood of London and Manchester—but instead of being built in rows all joined together, many in Philadelphia are detached along with a piece of ground, and all particularly clean and tidy in appearance.

The suburbs of Philadelphia are studded with neat cottages, villas and stately mansions, beautifully situated, surrounded by pleasure-grounds, and inhabited, for the most part, by the manufacturers, merchants, and commercial classes who are engaged in business in the city.

From "Lippencott's Gazeteer" we quote the following information.

"There is but one park (Independence Square, in the rear of the State House) or public square in the dense part of the city (besides the five enumerated in the general plan) of much importance. In the immediate vicinity of Fairmount water-works (themselves forming a fine promenade, with an extensive view from the basin) is Lemon Hill, formerly Pratt's Garden, and once the residence of Robert Morris, of Revolutionary fame. These grounds are very extensive, covered with fine old trees, possess great variety of surface, and descend on the west and south-west by steep banks to the Schuylkill River. The squares within the city cover each an extent of from 5 to 7 acres, are enclosed by tasteful iron railings, are beautifully laid out, and planted with a great variety of trees. Squirrels, peafowls, and deer are domesticated in them. Five of these squares are named Washington, Rittenhouse, Penn, Logan, and Franklin. The latter has a fine fountain and basin, with 40 jets of water."

In public buildings, the city can boast of some unsurpassed in elegance and in historical interest.

Independence Hall, Chestnut street, should be visited by every stranger. In that venerable edifice was held the Convention which framed the Declaration of Independence, and also the Constitution of the United States—the veritable desk and chair of Washington and Franklin standing as they did on those memorable days; the old bell, with its proclamation of liberty upon it—"Proclaim liberty throughout this land, to all the inhabitants thereof," and the steps from which the Declaration was signed, on the 4th of July, 1776, from which Washington delivered his "Farewell Address," on his retirement from public life. From the top of the steeple, a most magnificent view of the city is obtained, giving a stranger the most adequate conception of the magnitude and importance of the city.

Girard College.—Philadelphia possesses in Girard College, situated about 2 miles north-west from the State House, the finest specimen of Grecian architecture in the United States, if not of modern times. It is in the Corinthian style of architecture. The entire cost of buildings, wall, and embellishments of the grounds was $1,933,821.78, or $66,000 less than was donated by Stephen Girard for the erection and endowment of the institution. Mr. Girard, who made this magnificent bequest, was a native of France, who came poor and friendless to Philadelphia in boyhood, and by industry and good management accumulated a fortune of several millions, the greater portion of which he left to the city for the erection and endowment of Girard College for Orphans, and for improving the city in various ways.

The Custom House, on Chestnut street, is a magnificent marble building, in imitation of the Parthenon of Athens, and a splendid sample of the Doric style of architecture.

The Merchants' Exchange, fronting Walnut, Dock, and Third streets, is also a marble building, of fine proportions, with a semi-circular portico of Corinthian columns.

The United States Mint, in Chestnut street, is a handsome edifice of brick faced with marble, in imitation of a Grecian temple of the Ionic order.

Our space prevents us from noticing more of the many other magnificent buildings in the city.

Philadelphia appears to be well supplied with churches—there being upwards of 230 in the city—embracing all denominations. The city long preserved great simplicity in her church architecture; but of late a gradual change has taken place in the style of the religious as well as of the private edifices of the city. Recently, a number of costly and highly ornamented churches have been, and are now being, erected.

Cemeteries.—The environs of Philadelphia abound in places of sepulture, among which, for beauty of position, are the two principal cemeteries of North and South Laurel Hill, situated on the Schuylkill river, 4 miles north-west from the State House.

Water Works.—Fairmount Water Works, situated in the district of Spring Garden, on the Schuylkill River, about 2 miles north-west of the State House, were, previous to the erection of the Croton Works in New York, the envy of the other cities of the Union—Philadelphia having been for a long time the only city in the United States supplied with water in this way—and are still justly the pride and boast of Philadelphia, not more for their utility than for the picturesque attractions of the place. It would, perhaps, be difficult to point out anywhere a spot concentrating in the same space so many elements of the beautiful and picturesque.

Libraries, Colleges, Schools, and Literary Institutes.—Philadelphia had long the honour of possessing the largest library in the United States. But now the Philadelphia Library, to which we allude, is surpassed in this respect by the library of Harvard College, and the Astor Library in New York. It occupies a plain brick edifice in Fifth street below Chestnut, and was founded, through the influence of Dr. Franklin, (whose statue adorns a niche in front,) in 1731. The Philadelphia and Loganian Libraries are in the same building, and owned by, and loaned to, the same stockholders. They have, united, about 70,000 volumes. The income of the library is $6,300. Strangers are allowed the use of books while in the building, but they are not to be taken out except by stockholders, or on deposit of their value.

Among a host of other libraries, may be mentioned the Athenæum Library and Reading Room, occupying a beautiful building of light sandstone, in the Italian style, on Sixth street, opposite Washington square. It has about 12,000 volumes on its shelves, and is extensively supplied with maps, charts, and periodicals.

The Mercantile Library, situated in Fifth street, opposite Independence square, was established in 1821, for the benefit of merchants' clerks and other young men.

The Apprentices' Library has over 14,000 volumes; loaned in 1852 to 937 boys and 670 girls.

The Friends have an extensive library in Arch street above Third, and one in Race below Fifth.

The Academy of Natural Sciences, located on Bond street, near Chestnut, has the largest museum of natural history in America. Professor Agassiz pronounced this institution the best out of Europe in its collections of subjects of natural history.

The Franklin Institute, for the promotion of manufactures and the useful arts, occupies a large building with a marble front, in Seventh street, above Chestnut. It holds an annual exhibition of American manufactures.

The Pennsylvania Academy of Fine Arts, located in Chestnut street, is the oldest institution of the kind in the United States, and was established in 1807.

The Art Union, an association for the promotion of art, has rooms open to the public, where are exhibited annually about 1,000 paintings.

In medical science, Philadelphia stands first of the cities of America, and her medical schools are attended by students from not only every portion of the Union, but even from Canada, Mexico, and South America. There is a homœopathic hospital, at which the students attend clinical lectures. The Female Medical College of Pennsylvania, founded in 1849, has had a very prosperous commencement—52 students attended the class of 1851–2.

Public Schools.—The number of buildings occupied for schools—many of which are fine structures, and built with especial reference to complete adaptation for places of instruction —is 180, of which 73 belong to the comptrollers, and 107 are rented.

Philadelphia abounds also in private schools of a high character.

History.—Philadelphia was planned and settled by William Penn and a colony of English Friends, or Quakers, in 1682, after a regular purchase from the Indians, ratified by treaty in due form under an elm-tree in the present district of Kensington. The name of Philadelphia (brotherly love) was given by Penn, both in reference to the ancient city of that name in Asia Minor, and from its embodying principles he had so much at heart.

Philadelphia supports from 12 to 15 daily newspapers—one of which, we believe, has the largest circulation of any newspaper in the United States.

If further evidence is wanting to give evidence of the commercial importance of this city, we append a list of the railroads centring in Philadelphia, showing also the cost of these:—

RAILROADS CENTRING IN PHILADELPHIA.

| | Miles | Cost. | | Miles. | Cost. |
|---|---|---|---|---|---|
| Reading | 93 | $19,004,180 | Camden and Amboy | 63 | $5,950,592 |
| Baltimore | 98 | 7,979,466 | Philadelphia and Trenton | 30 | 1,000,000 |
| Columbia | 80 | 5,277,278 | West Jersey | 0 | 200,000 |
| Media | 13 | 600,000 | Campden and Atlantic | 60 | 1,738,171 |
| Morristown | 17 | 4,791,548 | | | |
| Germantown | 7 | 1,719,812 | Total | 567 | $53,716,201 |
| North Pennsylvania | 64 | 5,106,342 | | | |
| Rochester | 33 | $1,348,812 | | | |

Stg. £10,743,200 4*s.*

Whilst New York constructed only 34 miles of road during 1856, Philadelphia shows an increase in 1856, of 426 miles, and in 1857, fully 500 miles. The cost of carriage of a barrel of flour from Elmira to Philadelphia is 50 cts., whilst it is 69 cts. from Elmira to New York, showing a large margin in favour of Philadelphia as a port for the disposal of that article from the lake ports, which are the chief feeders of such as New York and other cities on the seaboard. The canal navigation in connection with Philadelphia amounts to 336 miles, in different directions, and was formed at a cost of $24,000,000. (£6,000,000.)

Every year, but particularly of late, have the capitalists of the city been widening the facilities afforded by its natural position, so as to secure a much greater amount of traffic with the lake cities than ever it has enjoyed, and there appears great probability, from the new routes opened and connections formed with the west, that they will succeed in accomplishing their object.

The banking capital of Philadelphia is $12,000,000—a comparatively small amount when compared with the city of New York, with its capital of $56,000,000. So long as Philadelphia is thus hampered with such small means for carrying on—far less enlarging—a trade, for which she forms naturally so favourable a nucleus, together with her rate of interest being one per cent. lower than New York—by which means large amounts of money find their way thither instead of to Philadelphia—it seems reasonable to suppose, that the Quaker City never will attain that commercial position for wealth, commerce, and every thing that conduces to the greatness or prosperity of a large city, till she adopts a different line of commercial policy, and enlarges the sphere of her banking institutions. Judging from the character of her manufacturers and merchants, we shall be surprised if such an alteration is not effected before long.

To Philadelphia belongs the credit of making the first move for the abolition of the absurd and hypocritical working usury laws. In the State of Pennsylvania, parties can borrow and lend money upon any terms or rate of interest agreed upon between borrower and lender, and certainly the only rational plan.

## CITY OF BOSTON.

The city of Boston is the third in commercial importance amongst the leading cities of the United States.

It consists, properly speaking, of three divisions—viz.: Boston Proper, East Boston, and South Boston.

"The streets of Boston were originally laid out upon no systematic plan, and being accommodated to the unevenness of the surface, many of them are crooked and narrow; but these defects have of late been remedied to a considerable extent, so that now the principal thoroughfares are convenient and spacious. Washington and Tremont streets are the fashionable promenades. Although Boston Proper is circumscribed in its limits, it contains one of the finest public parks—the Common—that is to be found in any city of America. Known to the earliest settlers by the name of "Tower Fields," and occupied afterwards as a town cow-pasture, Boston Common has since been set apart, ornamented, and carefully preserved for the common benefit of the citizens in all coming time. Nearly 50 acres are included within its boundaries, embracing almost every variety of surface, from the level plat to the gentle slope and abrupt ascent. Towering elms, some of which are a hundred years old, enclose the borders, while within, graded walks, beautifully shaded, intersect each other in every direction. Near the centre is a small pond, where a fountain of Cochitnate sends up its crystal stream, whirling and sparkling, 60 or 70 feet into the air. The entire grounds are surrounded by a costly iron fence, 1977 yards in length. The northern portion of the Common, occupying the southern declivity of Beacon Hill, affords a fine view of Charles River, and the country in that direction. The space towards the west, between the Common and Charles River, is occupied by a botanic garden, covering about 25 acres. Other public grounds have been laid out in the newer portions of the city, some of which are beautifully ornamented, and have fountains in the centre.

"Boston harbour opens to the sea between two points nearly 4 miles distant from each other—Point Alderton on Nantasket, and Point Shirley in Chelsea. It is sheltered from the ocean by the peninsulas of which these two points are the extremities, and a large number of islands, between which are three entrances. The main passage, which is about 3 miles S. E. from the navy yard, and so narrow as scarcely to admit two vessels to pass abreast, lies between Castle and Governor's islands, and is defended by Fort Independence and Fort Warren. A passage north of Governor's Island is also protected by Fort Warren. A new fortress, of great size and strength, now nearly completed, on George's Island, guards the entrance to the outward or lower harbour. The entire surface included within Point Alderton and Point Shirley is estimated at 75 square miles, about half of which affords good anchorage ground for vessels of the largest class. It is easy of access, free from sand-bars, and seldom obstructed with ice. The whole is thickly studded with islands, and is the reservoir of several small streams, among which are the Mystic, Charles, Neponset, and the Manatiquot Rivers.

"Among the public buildings, the State House, from its position, is the most conspicuous. It stands on the summit of Beacon Hill, fronting the Common. The view which is afforded from the cupola is unsurpassed by any thing in the United States, if not in the world. On the north towers Bunker Hill monument, marking the place where the first great battle of the Revolution was fought. On the entrance-floor stands a fine statue of Washington, by Chantrey. The representatives' hall is in the centre on the principal floor, the senate-chamber in the east, and the governor's and council chamber in the west wing. The old State House is still standing at the upper end of State street, on the site occupied as the seat of government in Massachusetts 140 years. Faneuil Hall, the "Cradle of Liberty," as it is called, is an object of much interest, as being the place where the orators in the days of Hancock and Adams roused the people to resistance against British oppression. Faneuil Hall Market, immediately east of Faneuil Hall, on Dock street, was at the time of its erection the handsomest market house in the United States. It is upwards of 500

feet long, 50 feet wide, and two stories high, with a dome. The second story, called Quincy Hall, is so constructed that it can be occupied as several apartments, or thrown into one, as occasion may require. The building was erected in 1826, at a cost of about $150,000. There are several other markets in the city, besides those at East Boston and South Boston. The Custom House is near the head of Long Wharf, fronting both on Commerce street and on the harbour. It is built of granite, in the form of a cross, and surmounted by a dome, the top of which is 90 feet from the ground. The foundation rests upon 3000 piles. Its length is 140 feet; width, including the projections of the cross, 95 feet. Each front has a portico of six Doric columns—each a single stone, costing about $5,000. The entire cost of the building was upwards of $1,000,000. The Merchants' Exchange is a magnificent fire-proof building, situated on the south side of State street. It has 76 feet front, and extends back 250 feet to Lindall street, covering 13,000 feet of ground. The front is composed of Quincy granite, with four pilasters, each a single stone 45 feet high, and weighing about 55 tons. The roof is of wrought-iron, covered with galvanized sheet-iron. The great central hall, 80 feet by 58, is occupied as the Merchants' Exchange and reading-room. In the basement is the city post-office. The building was finished in 1842, and cost, exclusive of the ground, $175,000. The City Hall, a granite building, consisting of an octagon centre with wings, is located on a plat of ground between Court square and School street. The Court House, also of granite, is in Court square between the City Hall and Court street. It contains the rooms of the city, county, and United States courts. The City Prison, consisting of a centre building in the form of an octagon, with four wings extending in opposite directions, is near the foot of Cambridge street. Masonic Temple, in which the Freemasons have a lodge, is on Tremont street, fronting the Common. The new Tremont Temple, erected on the site of the one burnt in 1852, is on Tremont street, opposite the Tremont House. The Boston Music Hall, completed in 1852, fronts both on Winter street and on Bumstead Place. The length of the central hall is 130 feet; width, 80 feet; height, 65 feet.

"In Boston there are nearly a hundred churches of the various denominations.

"The wharves and warehouses of Boston are on a scale of magnitude and grandeur surpassed by no other city of equal population. The north and east sides of Old Boston are lined with wharves and docks, which, taken together, make up an aggregate length of over 5 miles.

"Institutions.—Boston contains a great number of literary, scientific, and educational institutions, among which may be mentioned the Boston Athenæum, incorporated in 1807, situated on Beacon street. The Massachusetts Historical Society, organized in 1790, possesses a library of 7000 bound volumes, and about 450 volumes of manuscripts, together with an extensive collection of pamphlets, maps, charts, coins, and other relics. The Boston Library Society, founded in 1792, have a hall in the Tontine buildings, and a library of over 12,000 volumes. The American Academy of Arts and Sciences has a library of 8000 volumes. Excepting the American Philosophical Society at Philadelphia, this is the oldest organization of the kind in the United States, having been founded in 1780. The Mercantile Library Association, instituted in 1820, has a collection of upwards of 13,600 volumes. The first Mechanics' Apprentices' Library Association ever organized was established in Boston in 1820. The origin of this class of institutions is traced to Dr. Franklin. Efforts are now being made to establish a Free City Library, towards which the contributions have been very liberal. The Lowell Institute was established by John Lowell, jun., who bequeathed to it a legacy of $250,000. The bequest provides for regular courses of free lectures, to be given upon natural and revealed religion, physics and chemistry in their application to the arts, and numerous other important subjects. There are also many other similar societies, such as the New England Historical and Genealogical Society, the Boston Society of Natural History, the American Oriental Society, the American Statistical Association, the Boston Lyceum, the Handel and Haydn Society, the Musical Educational Society, and the Boston Academy of Music.

"Closely identified with the history of Boston is her system of public instruction. Ever

cherished with maternal care, her schools have long been ornaments to the city, and the pride of New England. As early as 1635, the town records bear evidence to the establishment of a "free school," and from that hour to the present, no interest has received more earnest attention than the subject of education. The system comprises four grades—primary, grammar, high, and Latin schools. There are about 190 primary, and 21 grammar schools. The high and Latin schools are exclusively for boys. The school committee consists of the mayor of the city, the president of the common council, and 24 other persons chosen for the purpose.

"The benevolent institutions of Boston are numerous and well endowed. The Massachusetts General Hospital occupies a plot of four acres of ground in the western part of the city, on the right bank of Charles River. The building is constructed of Chelmsford granite, 274 feet long, and 54 wide. Thirty thousand dollars have been contributed since 1843 for the support of this institution, by a single individual, the Hon. William Appleton of Boston. The McLean Asylum received its name from John McLean, Esq., of Boston, a liberal benefactor of the General Hospital. The Perkins Institution and Massachusetts Asylum for the Blind occupies the fine building formerly known as the Mount Washington house, in South Boston. In addition to other contributions, it receives $9000 annually from the State. The average number of pupils is about 100. There are also located in South Boston, the Boston Lunatic Hospital and the Houses of Industry and Reformation. In the western portion of the city is the Boston Eye and Ear Infirmary, and in the southern part the New England Female Medical College.

"There are issued in Boston about 100 periodical publications, treating of almost every subject, whether of news, art, literature, or science. Of these, more than twelve are dailies. Among the others, are comprised several of the most distinguished literary and scientific journals in the United States.

"Commerce, Finance, etc.—In commercial importance, Boston is among the first cities of America. Her foreign commerce has always been great, and extends to almost every nation on the globe. Her coast trade is always immense. Along the wharves, in every direction, and at all times, may be seen forests of masts, and vessels from all parts of the world.

"There were, in December, 1852, 30 banks in Boston, with an aggregate capital of $24,660,000. Several other banks have since gone into operation. There were, also, 18 insurance companies.

"The want of river advantages is supplied to Boston by railroads, of which seven great lines terminate in this city. There are lines of railway, recently completed, opening communication with the St. Lawrence River at Ogdensburg in New York, and La Prairie in Canada, and another through Maine, to Montreal.

"The peninsula on which Boston is situated furnishes large quantities of excellent water.

"The first blood shed in defence of American liberty was shed in Boston, and throughout the entire war no people contributed more largely towards its support. Boston continued a town until its population had increased to nearly 45,000. In 1855, the population was 162,629."

## CITY OF BALTIMORE.

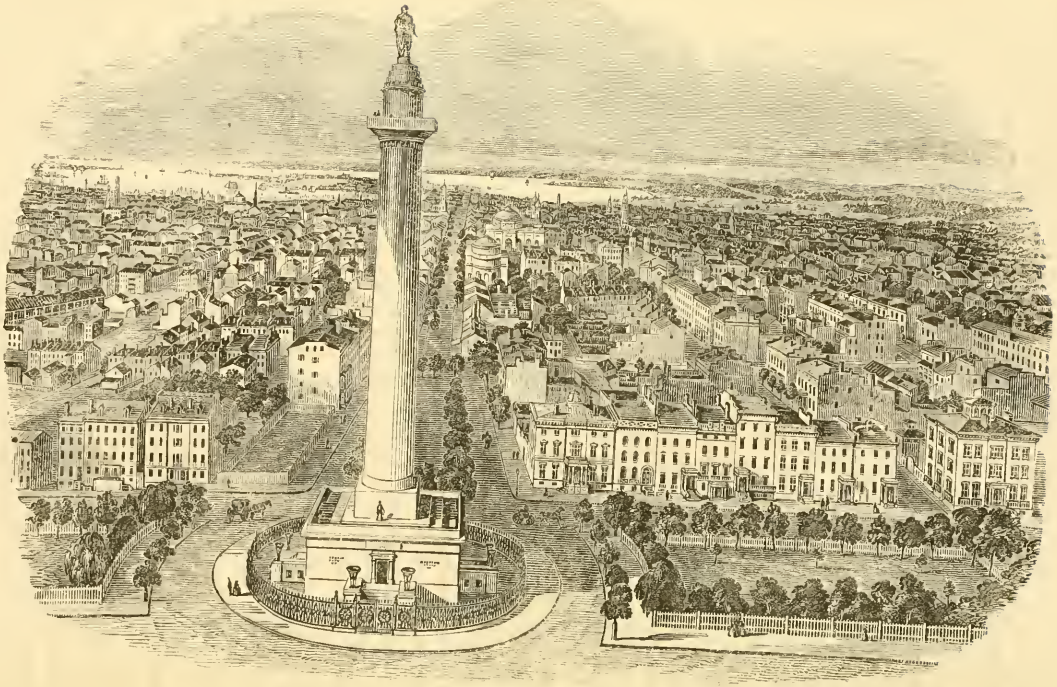
Baltimore, the "Monumental City" of the United States, ranks amongst the most important commercial cities in the Union.

"The city is admirably situated both for foreign and internal commerce. The bay around which it is built, affords a secure and spacious harbour, and it has communication by railway not only with Philadelphia and Washington, but with Winchester, Annapolis, Cumberland, Frederick City, York, Lancaster, and Harrisburg. The limits of the city comprise about 10,000 acres of land, extending about four miles and a half from east to west, and three and a half from north to south. It consisted originally of more than fifty elevations or hills, separated by abrupt valleys, or ravines, and, in a few instances, by formidable marshes, while, nearly in the centre, it is divided by a rapid stream of water known as "Jones's Falls." This stream has several times overflowed its banks, causing loss of life, as well as occasioning a great damage to property. The city authorities have in consequence been at great pains to remove all obstructions from its bed, and have taken care that the numerous bridges by which the stream is crossed, should be constructed with a single arch, and of such a height as to remove all further danger from this source. The city east of Jones's Falls is divided into two parts—Fell's Point and the Old Town. The Point is the most easterly portion of Baltimore, and has the advantage of greater depth of water at the wharves than the upper harbour contains. It is the resort of seamen and immigrants, and the place where the greater part of the shipbuilding and manufactures of the city are carried on. Old Town lies north and west of this, and is principally inhabited by mechanics and labourers. The portion west of "the Falls" is likewise divided into two parts, the City Proper and Spring Garden section. The former is the centre of trade, and contains most of the residences of the more wealthy citizens. Spring Garden section is the extreme south-western quarter, and is inhabited chiefly by mechanics and labourers. From the number and prominence of its monuments, Baltimore has been denominated the Monumental city. The most remarkable of these is the Washington Monument, which stands on an eminence at the intersection of Charles and Monument streets, about 150 feet above high water mark. Its base, 20 feet high and 50 feet square, supports a Doric column 167 feet in height, surmounted by a statue of Washington 13 feet high. The shaft, 20 feet square at the base and 14 at the top, is ascended by means of a winding stairway within. The whole is composed of white marble, and cost $200,000. Its summit commands a beautiful and varied prospect.

"Battle Monument, at the corner of Calvert and Fayette streets was erected in 1815, to the memory of those who fell while defending the city from the attack of the British, September 12, 1814.

"The Armistead Monument, a beautiful specimen of sculpture, near the city fountain, was erected to the memory of Colonel George Armistead, the commander of Fort McHenry, when bombarded by a British fleet, in September, 1814.

"Among the public edifices of Baltimore, may be named the City Hall, on Holiday street, occupied by the city council and public offices. The Court House, a commodious edifice at the corner of Washington and Lexington streets, contains the rooms of the city and county courts. The State Penitentiary, at the corner of Madison and Forrest streets, consists of three separate buildings besides the workshops. A short distance from the Penitentiary stands the County Prison, a handsome building, surmounted by a cupola, and ornamented with a tower at each end in the form of an octagon. The Exchange, in Gay street, near Water, is a spacious structure, 225 feet in front, 141 in depth, and three stories high above the basement. The south wing, fronting on Lombard street, and entered from Water street, is occupied as a Custom House. Among the first objects that strike the attention of one approaching the city, are the shot towers, one of which—the Merchants' Shot Tower, is the highest in the world, having an elevation of 250 feet. The most imposing church edifice in Baltimore is the Roman Catholic cathedral, on Mulberry street, between Charles and



CITY OF BALTIMORE.

"THE MONUMENTAL CITY."

Cathedral streets. It is a massive granite structure, 190 feet long, 177 broad, and 127 from the ground to the top of the cross surmounting the dome. The Unitarian Church, at the corner of Franklin and Charles streets, is much admired for its architecture. It is 108 feet long and 78 wide, with a dome 55 feet in diameter, supported by 4 arches, each 33 feet span. It is 80 feet from the ground to the summit of the cupola. St. Paul's, an Episcopal church on the corner of Sarotoga and Charles streets, the First Presbyterian Church, corner of North and Fayette streets, the First Baptist Church, at the corner of Lombard and Sharp streets, and the German Reformed Church, in Second, between Gay and Belvidere streets, are all distinguished either for elegance or their style of architecture. At the last census, Baltimore contained 99 churches of the various denominations.

"Institutions.—The educational, literary, and benevolent institutions of Baltimore are numerous. The Medical School of the University of Maryland was founded in 1807. Washington Medical College was founded in 1827, and has 25 students and six professors. The University of Maryland, founded in 1812, is situated on Lombard street, between Green and Paca streets: connected with it is the Baltimore Eye and Ear Infirmary, where students have an opportunity of attending lectures and witnessing operations. The Maryland Institute occupies a suite of rooms in the Athenæum, at the corner of Lexington and St. Paul streets. Its object is, the diffusion of useful knowledge and the promotion of the mechanic arts. It possesses an extensive chemical laboratory, and a very complete philosophical apparatus. The building is a noble brick edifice, 112 feet by 50, and 66 in height. It was completed in 1848, at a cost of over $28,000. The various apartments, besides those appropriated to the use of the Institute, are occupied by the Mercantile Association, who have a well-selected library of 8000 volumes, and an ample supply of the choicest magazines and papers of the day; the Baltimore Library Company, possessing a valuable library of 14,000 volumes; and the American Historical Society, whose library numbers about 15,000 volumes, consisting, for the most part, of statistical and historical works. The City Library, designed for the use of the stockholders, the Apprentices' Library, and the Exchange Reading-room, are all important institutions. The Exchange Reading-room is supported by subscription. Strangers and masters of vessels, however, have access to the periodicals and newspapers, free of expense. The Baltimore Hospital, in the north-western suburb of the city, consists of a centre building, four stories high, flanked with wings that connect with two other buildings, which form the ends of the vast pile. The entire structure cost $150,000. It occupies a commanding elevation, overlooking the city, the bay, and a wide extent of country. The interior arrangements are upon the most approved plan. The Almshouse is on the Franklin road, about 2 miles N. W. from the city: the building, consisting of a centre and two wings, has 375 feet front, and is surrounded with spacious grounds. The Baltimore Manual Labour School for Indigent Boys has connected with it a tract of land, on which, between the hours of study, the pupils are occupied in labour, thus combining useful employment with healthful exercise. The Baltimore Association for Improving the Condition of the Poor is under the direction of those whose duty it is to visit and inquire into the circumstances and character of the persons relieved, with a view to discourage indiscriminate and injudicious alms-giving. The other prominent benevolent institutions are, the City Dispensary, corner of Holiday street and Orange alley, the Eastern Dispensary, corner of Market street and Hartford Run avenue, two Orphan Asylums, and the Indigent Sick Society, composed of ladies, who visit the poor and minister to their comforts in sickness.

"Education.—The system of public instruction in Baltimore has, within a few years past, been much improved, and is now rapidly increasing in public favour.

"Commerce, Finances, etc.—In commercial importance, Baltimore ranks among the first cities in the United States. Its position is such as to render it a great centre of trade. Situated near the head of Chesapeake Bay, it enjoys superior advantages for foreign commerce, while the numerous lines of railway, that here have their termination, invite to it the agricultural and mineral wealth of a vast interior. The recent completion of the Baltimore and Ohio railroad to Wheeling, is a most important event, and destined to exert an immense

influenee on the commercial activity of this great emporium. In the eloquent language of one of her citizens, "We have reached the threshold and stepping-stone of our true commercial greatness, and there is nothing now that can turn us back. The wide and far West has opened her ample arms to receive us, and bids us God-speed in our efforts to secure the prize which nature has so long and so patiently held out to us." There were, January 3d, 1853, 12 banks in Baltimore, with an aggregate capital of $7,291,415, and a circulation of $2,074,587; 2 other banks have since been chartered; 1 health and 10 fire and marine insurance companies, besides many insurance agencies.

"Baltimore enjoys superior advantages for manufactures. Jones's Falls and Patapsco River afford immense water-power, which is extensively employed for flouring-mills, of which there are over 60 within 20 miles of the city. Numerous cotton and other manufactories are also in operation.

"This city has an abundant supply of pure water, both from Springs and from Jones's Falls. These springs, or fountains, are in different parts of the city, and enclosed with circular iron railings. Over them are small open temples, consisting of a dome supported by pillars. The water from Jones's Falls is brought by means of an aqueduct, about half a mile long, to a reservoir in Calvert street, and from thence is conducted through distributing pipes to the various parts of the city. The more elevated portions, however, are supplied from a reservoir replenished by forcing-pumps on an eminence in Charles street, near Washington Monument. On Federal Hill is an observatory, which serves, in connection with another at Bodkin Point, to announce the approach of vessels. In this way, a marine telegraph is established, by which information is conveyed in a few minutes from the mouth of the Patapsco to an observatory in the Exchange.

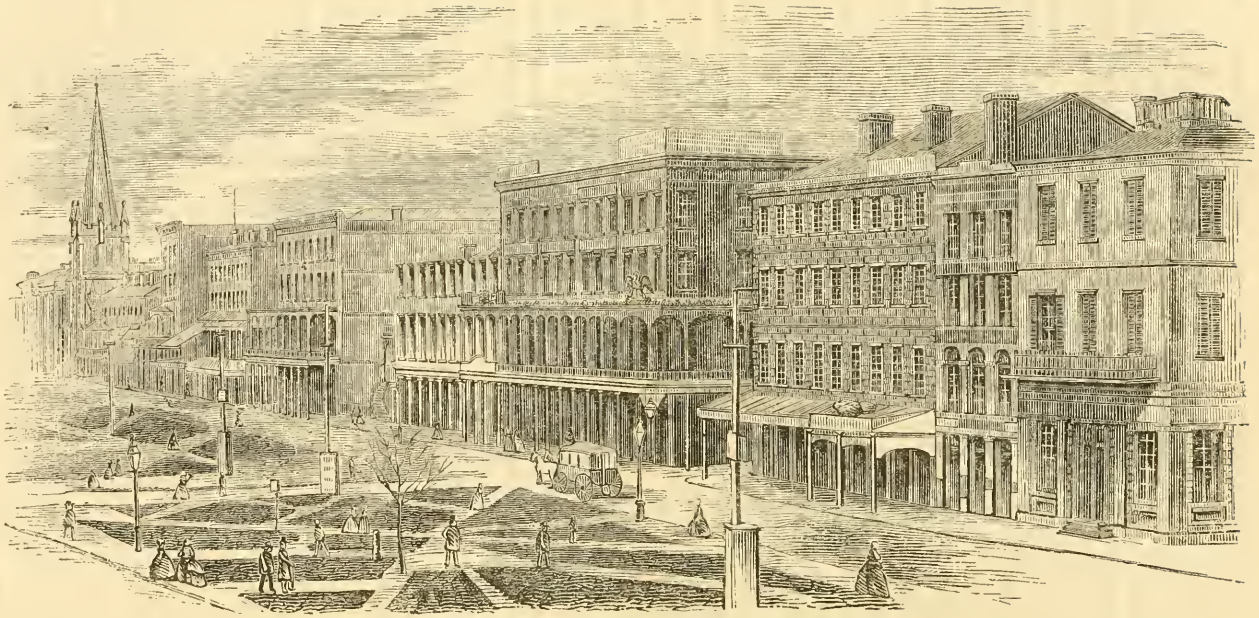
"About 25 newspapers are issued in Baltimore, of which 6 or 7 are dailies. Population, about 200,000."

## NEW ORLEANS, (THE CRESCENT CITY.)

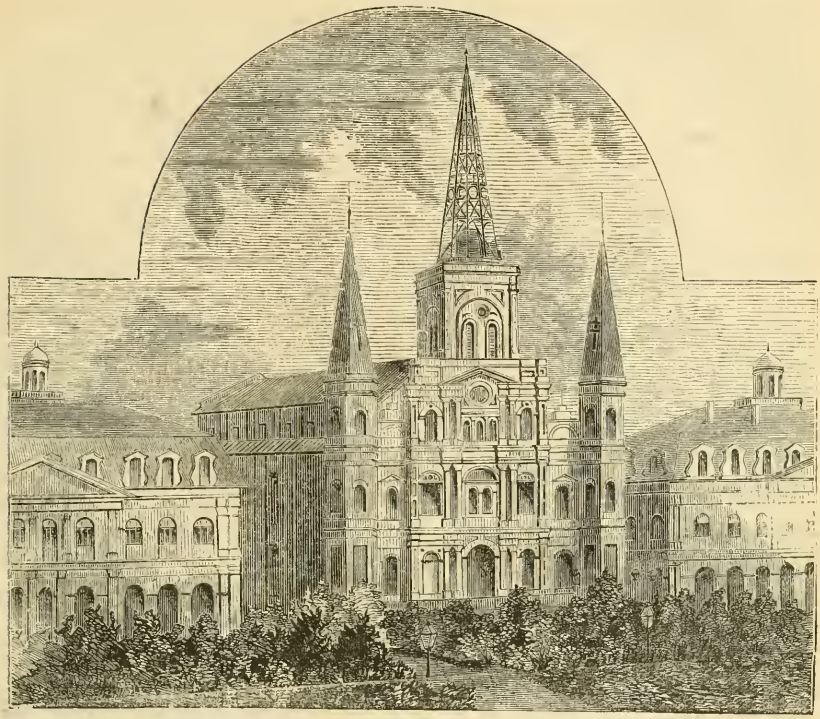
The city of New Orleans forms the great commercial capital of the southern states, and occupies the position of the greatest cotton market in the world.

"The city is built around a bend in the river, from which circumstance it has been denominated the 'Crescent City.' The site inclines gently from the margin of the Mississippi towards the marshy ground in the rear, and is from 2 to 6 feet below the level of the river at the usual spring freshets. To prevent inundations, an embankment or levee, about 15 feet wide and 6 feet high has been raised, extending 120 miles above the city, and to Port Plaquemine, 43 miles below it. This forms a delightful promenade. In consequence of the change in the course of the river opposite New Orleans, large quantities of alluvium, swept from the north and held in suspension by the current, are here deposited. New formations from this cause, in front of that portion of the quay most used for the purposes of commerce, have been so rapid that it has been necessary, within a few years, to build piled wharves jutting out from 50 to 100 feet into the Mississippi. The levee here has also been gradually widened, so that an additional block of warehouses has been erected between the city and the river during the past year.

"Here may be seen what New Orleans was before the application of steam to navigation. Hundreds of long, narrow, black, dirty-looking, crocadile-like rafts lie sluggishly, without moorings, upon the soft batture, and pour out their contents upon the quay—a heterogeneous compound of the products of the Upper Mississippi and its tributaries. There are rafts, or flat-boats, as they are technically called, each frequently carrying cargoes valued at from $3,000 to $15,000. Twenty years ago, and these were the only craft on the river! nor has their number been decreased since the introduction of the steamboat. Not less characteristic of New Orleans is the landing of the latter class of craft. The quay is here all action, and the very water is covered with life. Huge vessels float upon its bosom, which acknowledge none of the powers of air, and wait no tide. One is weighed down to the guards with cotton, a freight of 3,000 bales—$180,000! Twenty more lie side by side laden with the same commodity. Huge piles, bale upon bale, story above story, cover the levee. Pork without end, as if the Ohio had emptied its lap at the door of New Orleans; and flour by the thousand barrels rolled out upon the quay and heaped up—a large area is covered with these two products of the up-country, and still appears seemingly undiminished, although the seller, the buyer, and drayman are busy in the midst of it. Here is a boat freighted with lead from Galena, and another brings furs and peltry from the head waters of the Missouri, 3,000 miles to the north-west! The Illinois, the Ohio, the Missouri, the Arkansas, and Red River, all are tributaries to this commercial depot, and send down to its wharves merchantable material of the annual value of $100,000,000, more or less. Nearly 20,000 miles of inland navigation is tributary to this city. The quay appropriated to the foreign and coastwise shipping presents another and a different scene. Here the cotton bale, tobacco hogshead, pork and flour barrel, and the whisky cask, yield to bales of foreign and domestic manufactures, pipes of wine, and crates of wares. The shipping stretches away as far as the eye can reach, two miles or more in extent, three tiers deep, with their heads to the current curving with the river—a beautiful crescent. The English, the French, the Spanish, the Dane, the Russian, the Swede, the Hollander, etc., are here commingled, and compete for the commerce of the teeming West. The old city proper, originally laid out by the French, is in the form of a parallelogram, 1320 yards long and 700 yards wide. Above this are what were formerly the faubourgs of St. Mary, Annunciation, and La Course; below, Marigny, Dounois, and Declouet; and in the rear, Trême and St. John's. Lafayette, till recently under a separate government, is immediately above the city. In 1836, New Orleans was divided into three municipalities by act of the assembly, each with distinct municipal powers. Again in April, 1852, these and Lafayette, with the faubourgs and other dependencies, extending from 6 to 7 miles along the river, and about 5 miles back to Lake Pontchartrain, were consolidated under one charter, the city assuming the debts.



VIEW OF CANAL STREET, NEW ORLEANS.



THE FRENCH CATHEDRAL, NEW ORLEANS.

The streets of New Orleans are of convenient breadth, well paved, and usually intersect each other at right angles. Canal street, (of which we give an illustration,) is the broadest street in the city, being over 100 feet in width, with a grass plot in the centre about 25 feet wide, extending throughout its entire length. Most of the buildings are constructed of brick, and are generally low, except in the business portion, where they are usually 5 or 6 stories high. Many of the dwellings in the suburbs, particularly in Lafayette, are surrounded with spacious yards, beautifully decorated with the orange, lemon, magnolia, and other ornamental trees. A basement about 6 feet high constitutes the only cellar, as none are sunk below the surface on account of the marshy character of the ground. In different sections of the city are several public squares, among which may be mentioned Jackson Square, formerly Place d'Armes, occupying the centre of the river front of the old town plot, now the First District. It is ornamented with shell walks, shrubbery, statuettes, etc., and is much frequented for recreation. Lafayette Square, in the Second District, is finely laid out, and adorned with a profusion of shade trees. Congo Square, in the rear of the city, is also a handsome enclosure.

"Public Buildings.—The United States Custom House, now in process of erection at New Orleans, when completed, will be the largest building in the United States, with the exception of the Capitol at Washington, covering an area of 87,233 superficial feet. The material is from the Quincy quarries of Massachusetts. The United States Branch Mint in New Orleans, is at the corner of Esplanade and New Levee streets, near the river. The Municipal Hall, at the corner of St. Charles and Hevia streets, opposite Lafayette Square, is a beautiful marble edifice in the Grecian style of architecture. It is principally occupied with public offices, among which are several of the city government. The Odd Fellows' Hall, erected in 1851, on Camp street, opposite Lafayette Square, and the Merchants' Ex-

change, on Royal street, near Canal, are both extensive buildings, chiefly devoted to public use. The latter contains the City Post-office and Merchants' Reading Room.

"Many of the churches are large and costly structures. The Church of St. Louis, opposite Jackson Square, is a splendid edifice, adorned with a lofty tower on either side of the main entrance. The building was erected in 1850, on the site of the old church, which was pulled down. (See engraving.) It was originally founded in 1792, by Don André, on the condition that masses be offered every Saturday evening for the repose of his soul, and the tolling of the bell at sunset on that day still proclaims the observance of the custom. On the right and left of this edifice are two handsome buildings in the Tuscan and Doric orders, devoted to various purposes of the city government. The Jewish Synagogue, formerly the Canal Street Episcopal Church, is ornamented in front with a handsome colonnade. The Presbyterian Church, opposite Lafayette Square, the new Episcopal church, on Canal street, and St. Patrick's Church, on Camp street, are elegant edifices, each adorned with a graceful spire. The latter is a conspicuous object to one approaching the city from the river. Of the 38 churches in the city, in 1853, 12 are Roman Catholic, 7 Episcopal, 6 Presbyterian, 5 Methodist, 3 Lutheran, 2 Baptist, and 3 Jewish synagogues.

"The hotels of New Orleans are conducted upon a scale of magnitude scarcely equalled in any city of the Union. The city contains 4 or 5 theatres, the principal of which are the St. Charles, the Orleans, or French Theatre, and the American. At the Orleans Theatre the dramatic representations are in French. Among the most remarkable bank edifices may be mentioned the City Bank, on Toulouse street; Canal Bank, on Magazine street; and the Bank of Louisiana. Several of the market-houses are deserving of notice. St. Mary's Market, in the Second District, is 480 feet long, and 42 feet wide. The Meat Market, on the Levee, and Washington Market, in the Third District, are also extensive buildings. The cotton presses of New Orleans, about 20 in number, are objects of much interest, each of which usually occupies an entire block. The centre building of the New Orleans cotton press is three stories high, and surmounted by a dome, the summit of which commands a fine view of the city. Not less than 150,000 bales of cotton, on an average, are annually pressed at this establishment.

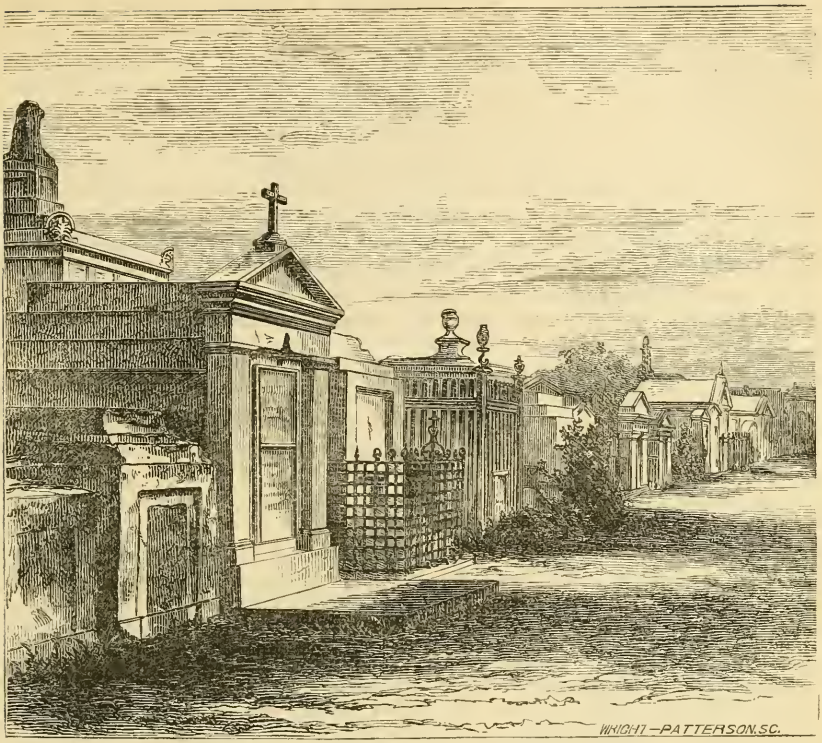
"Institutions.—The benevolent institutions of New Orleans are among the most extensive and best conducted in the United States. The literary and educational institutions, many of which have been recently established, are for the most part in a highly prosperous condition.

"The number of school-houses in the city (as appears from the mayor's message) is 40, attended by 16,886 pupils. The increase in the number of pupils for the last 12 months has been 2094, equal to 23.9 per cent. Number of teachers, 216. Of the 30 school-houses, 17 belong to the city, and 23 are rented. The amount appropriated for school purposes the past year was $188,020.

"About 20 newspapers are published in the city, 9 or 10 of which are dailies. Several are printed in the French language.

"Commerce.—New Orleans possessses unrivalled natural advantages for internal trade. The Mississippi River and its tributaries afford not less than 15,000 miles of navigable waters, communicating with a vast extent of country, illimitable in its resources, exhaustless in fertility, and embracing nearly every variety of climate. Every description of craft is employed in transporting the rich products of the upper regions of the "Father of Waters" to this great southern emporium. At one portion of its levee may be seen hundreds of flat-boats grounded on the "batture," and filled, some with fat cattle, horses, mules, hogs, and sheep; others with hay, corn, potatoes, butter, cheese, apples, and cider. The quay here is piled with lumber, pork, flour, and every variety of agricultural produce, as if the Great Valley had emptied its treasures at the door of New Orleans.

"The total value of American produce exported from New Orleans during the year, according to the custom-house records, was $66,344,569, of which amount, $48,076,197 was to foreign countries, and $28,268,327 coastwise. The value of foreign merchandise exported during the same period, was $44,780, making a sum total of $76,389,349.




AVENUE IN THE CEMETERY, NEW ORLEANS,

WITH SEPULCHRES ABOVE GROUND.

"Any description of New Orleans would be incomplete without some notice of its cemeteries, many of which are unique in plan and method of interment. 'Each is enclosed with a brick wall of arched cavities, (or ovens, as they are here called,) made just large enough to admit a single coffin, and raised tier upon tier, to a height of about twelve feet, with a thickness of ten. The whole inclosure is divided into plats, with gravelled paths, intersecting each other at right angles, and is densely covered with tombs built wholly above ground, and from one to three stories high. This method of sepulture is adopted from necessity, and burial under ground is never attempted, excepting in the "Potter's Field," where the stranger without friends and the poor without money find an uncertain rest; the water with which the soil is always saturated, often forcing the coffin and its contents out of its narrow and shallow cell, to rot with no other covering than the arch of heaven.'

Above we give an illustration of one of the avenues in the Cemetery, engraved from a photograph taken there last year, showing the sepulchres above ground.

"Algiers, a flourishing village, or rather suburb of New Orleans, is situated opposite to the city, with which it is connected by a ferry. It has several ship yards and manufacturing establishments.

"Gas was first employed to light the city in 1834; and during the same year, water was introduced from the Mississippi. It is raised from the river by steam to an elevated reservoir, whence five or six millions of gallons are daily distributed to various parts of the city.

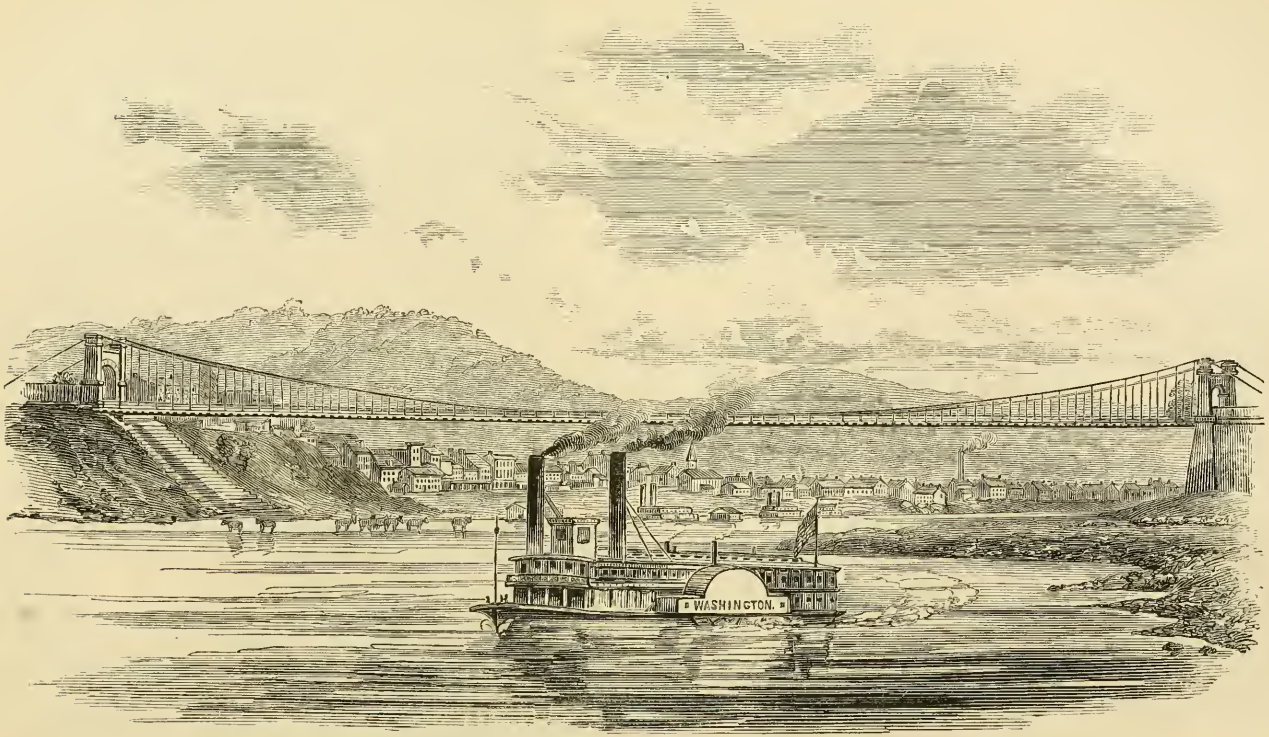
"From its low situation and warm climate, New Orleans is subject to annual visitations

of the yellow fever, which have had the effect of greatly retarding the growth and prosperity of the place. Statistical tables show that of those who are born and reared in the city, as large a proportion live to old age as of the inhabitants of other places that are generally deemed healthy. But the yellow fever is particularly fatal to the unacclimated, and especially so to those who have been from infancy accustomed to a northern climate. This circumstance operates as a formidable check on the influx of strangers, to which our great commercial cities owe so large a proportion of their population and activity. During the winter and spring, New Orleans may be regarded as a healthful residence for all, whether natives or strangers; and hopes were entertained that with the improvements in the sanitary regulations, there would be a gradual and steady advance in the health of the city during the warm months; but the past year has disappointed those hopes, the epidemic having appeared in a form as malignant as it is in general. Its introduction, however, it is said can be traced to an infected vessel from South America, where a fever of an unusually fatal character has prevailed.

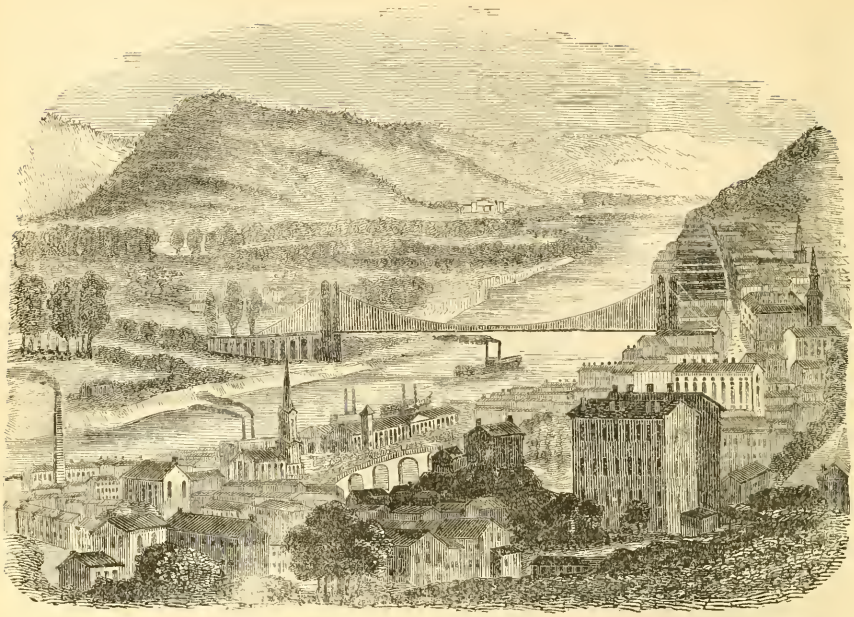
"Perhaps no city of the Union is so diversified in its population. The sunny isles of the Antilles, Mexico, Central America and South America, France, and Spain, and the other States of Europe, and the sister States northward, have each representatives among the inhabitants. The colored races, however, preponderate, and slave or free make up one-half at least. Of the white races, the American, French, and Spanish constitute the larger portion, and in these classes are found what may be denominated the aristocracy. The Irish here, as in other quarters, though forming a large class, are but "the hewers of wood and drawers of water"—the laborers and levee-men, respectable only on election day, and among themselves. The English and Scotch are few in proportion, and are chiefly connected with the foreign commerce, as merchants or factors, seldom remaining longer in the city than is necessary for the transaction of their particular business; or remaining only during the healthy months of spring and winter. This admixture of races is in some degree embarrassing; so many languages, various customs and manners, and in habits so different, no thorough amalgamation can take place; and it is even necessary to support newspapers and periodicals of different languages, each of which, in its opinions and ideas, is at variance with the other.

"New Orleans is famous in history as the place designated to become the seat of the monarchy intended to have been established by the treason of Aaron Burr. During the month of January, 1804, the citizens were in a state of continual alarm: volunteer companies and other troops constantly patrolled the streets, ready to suppress the first attempt at insurrection. That year it was made a port of entry, and the next (1805) New Orleans was incorporated as a city. The population is estimated at 175,000.

"Distance from New Orleans to the mouth of the Mississippi, 100 miles. Southwest from New York, 1663 miles. Southwest from Washington, 1437 miles. Southwest by west from Charleston, 779 miles. South southwest from Pittsburg, 2025 miles. South by west from Chicago, 1628 miles. South from St. Louis, 1200 miles. South by east from St. Anthony's Falls, Minnesota, 2000 miles."




THE WIRE SUSPENSION BRIDGE ACROSS THE OHIO, AT WHEELING.



WHEELING, VIRGINIA.

The view given above represents one of the numerous busy and enterprising towns situated in the heart of a beautiful country.

Wheeling forms an important junction for several railways diverging to and from it in all directions. The chief object of attraction about the town is the magnificent Suspension Bridge—the largest of the kind in the United States, and one of the largest in the world, erected at a cost of $210,000: length of span, 1010 feet; height above low-water mark, 97 feet; height of towers on Wheeling side, 153 feet: supported by 12 wire cables laid in pairs—3 pairs, 1 each side of the flooring, each of which is 4 inches in diameter—composed of 550 strands of 1380 feet long. It has a carriage-way of 17 feet broad, with a sidewalk of 3½ feet on each side. (See engraving on preceding page.)

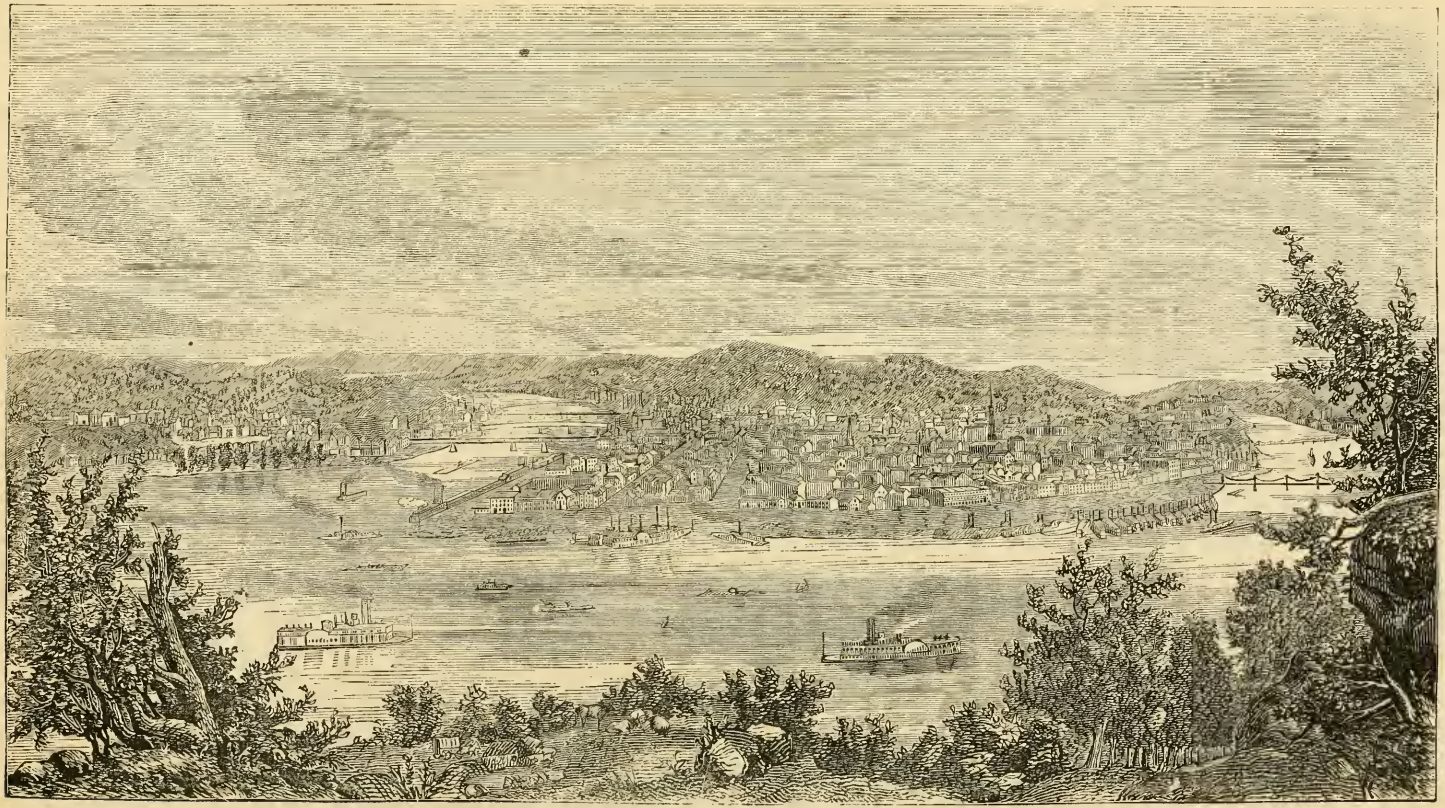
Various branches of manufacture are carried on—such as glass, stones, nails, all kinds of iron manufactures, some woollen and cotton goods, with one silk mill.

The hills in the immediate vicinity contain inexhaustible supplies of coal, which supply fuel at a small cost to the various manufacturing establishments in Wheeling.

The city is approached by the Ohio River from Pittsburg and Cincinnati, whilst railway communication is to be had from all points to it—from the west as well as seaboard—forming as it does, one of the leading junctions.

Wheeling is one of the termini of the Baltimore and Ohio Railroad, 380 miles long, and finished in 1853. Distant from Wheeling, 92 miles; Cincinnati, 365 miles; and 350 miles north-west of Richmond, Va.

Besides the county building, there are some 15 churches, several academies, 2 banks and several newspapers. Population, in 1850, 11,391. Location—capital of Ohio County, Va.: lat. 40° 7′ N; lon. 80° 42′ W. It is situated on a high bank of the River Ohio, along which it stretches for about 2 miles.



CITY OF PITTSBURG, PENNSYLVANIA.

## CITY OF PITTSBURG.

The traveller acquainted with the neighbourhood of the "Black Country," between Birmingham and Walsall and Dudley, in Staffordshire, (England,) will, on his visit to the City of Pittsburg, at once discover the striking resemblance, in many respects, to the districts alluded to. There are the same red brick houses and workshops, the same smoke, the same uneven streets—from the heavy weights drawn over them—and at night, the glare of the iron furnaces at work. The picture is, in many respects, complete, even to the poor soil of the hilly country around each—a peculiarity observable in all surfaces where underneath is rich in minerals.

On the stranger's first visit to Pittsburg, therefore, after visiting either the cities on the seaboard, or, perhaps, the "Queen City of the West," "the Forest City," or the "City of the Lakes," where not a vestige of smoke scarcely is to be seen—he may be disappointed at the first sight of Pittsburg.

Viewed from the hill opposite Pittsburg Proper—exactly opposite the Monongahela House—the city is seen to greatest advantage—with its 5 bridges (and new one building) stretching across the Alleghany and Monongahela—which together at this point form the Ohio—whilst it can be seen wending its way down the beautiful valley which bears its name. Either from Alleghany City, or the point mentioned, an excellent view is obtained —being far higher than the city on the Pittsburg side of the river. The houses in Pittsburgand Alleghany City are built close up to the very tops of the hill-sides, and presenting something of the appearance which the old town of Edinburgh does when viewed from off either the Calton Hill or Arthur's Seat there.

Three of the most important suburbs are, Alleghany City, Birmingham, and Manchester. To quote from a notice of this city, the writer says:—

"The site of the city is a natural amphitheatre, being environed on all sides by beautiful hills, rising from 400 to 500 feet above the level of the Ohio, and filled with coal, iron, and limestone, the working of which into articles of utility constitutes the chief occupation of the inhabitants. These hills are not, except in a few instances, precipitous, and from their slopes and peaks, afford a series of rich and varied landscapes.

"Pittsburg and its suburbs contain about 90 churches, of which upwards of 50 are in the city proper. Many of these are choice specimens of architectural beauty.

"The manufactures of Pittsburg are immense, and capable of being extended almost indefinitely. Indeed there is no known limits to the elements necessary to their augmentation. Wood, coal, ores, and agricultural resources, all abound in the utmost profusion and at the greatest possible convenience.

"The annual produce consists of bar, rod, hoop, boiler, and sheet iron, sheet steel, bar steel, nails, spikes, rods, shafts, anchors, and axles. All the works for these are operated by steam power."

There are also in Pittsburg, large foundries, manufactories of glassware, white lead factories, large cotton factories, copper-rolling mill, copper-smelting establishment, vial furnaces, manufactories of locks, coffee mills, scales, etc., and several for the production of various articles of steel manufacture, such as springs, saws, axes, anvils, and vices; and others for making gun-barrels and agricultural utensils.

Gas, manufactured from bituminous coal, is furnished at a comparatively trifling cost, for lighting the city. The Alleghany Cemetery, on the Alleghany River, 2 miles above Pittsburg, is one of the most beautiful places of the kind in the world. It comprises 110 acres, tastefully adorned, and enclosed by a wall of stone masonry.

As may be well known, Pittsburg was named in honour of the celebrated British prime minister, William Pitt. It was founded in 1765.

The suburban districts of Birmingham together with Alleghany City, form the large and rapidly-increasing city of Pittsburg. In 1853, the population of city and suburbs was 110,241, although it must be considerably increased since then.

## CITY OF ST. LOUIS.

St. Louis occupies the first place amongst the western cities situated on the Mississippi—the great "Father of Waters"—and from its central position, the inexhaustible supply of mineral wealth within easy distance, the important railroad connections already opened up to the east, and the last greatest transportation triumph achieved only last October—viz.: opening of the great Pacific mail route from St. Louis to San Francisco, thus joining the Mississippi with the Pacific Ocean by overland journey—will all contribute to advance the interests and commercial importance of St. Louis to an incalculable extent.

"The site of St. Louis rises from the river by two plateaux of limestone formation, the first 20 and the other 60 feet above the floods of the Mississippi. The ascent to the first plateau, or bottom, as it may be termed, is somewhat abrupt; the second rises more gradually, and spreads out into an extensive plain, affording fine views of the city and river. St. Louis extends, in all, nearly 7 miles by the curve of the Mississippi, and about 3 miles back; the thickly-settled portion, however, is only 2 or 2½ miles in length, following the river, and about 1¼ miles in breadth. The city is well laid out, the streets being, for the most part, 60 feet wide, and, with but few exceptions, intersect each other at right angles. Front street, extending along the levee, is upwards of 100 feet wide, and built up on the side facing the river with a range of massive stone warehouses, which make an imposing appearance as the city is approached by water. Front, Main, and Second streets, parallel to each other and to the river, are the seat of the principal wholesale business. The latter is occupied with heavy grocery, iron, receiving and shipping houses. Fourth street, the fashionable promenade, contains the finest retail stores. The streets parallel to Front and Main streets are designated Second street, Third, Fourth, Fifth, and so on; and those on the right and left of Market street, extending at right angles with the river, are mostly named from various forest trees, similar to the streets of Philadelphia. Large expenditures have been made from time to time in grading and otherwise improving the streets and alleys of St. Louis.

"St. Louis is handsomely built, especially the new portion of the city: the principal material is brick, though limestone is employed to some extent.

"It may be doubted whether any city of the Union has improved more rapidly than this in the style of its public buildings.

"Institutions.—Among the benevolent institutions may be mentioned the City Hospital, the Marine Hospital, 3 miles below St. Louis, the Sisters' Hospital, the Home for the Friendless, and the Orphan Asylums. The Home for the Friendless, designed for the benefit of aged indigent females, and opened October 4th, 1853, is situated on the Carondelet road, about 4 miles from the court house. The edifice, formerly "Swiss College," consists of a stone centre, 75 feet in length, and two frame wings, each from 30 to 40 feet in length—the whole two stories high. The premises comprise about 8 acres of ground, variously diversified with walks and shade-trees. About $40,000 have been raised for the support of the institution. The City Hospital has long been distinguished for the excellent accommodations which it affords to the sick, but of late has been found inadequate to the wants of the rapidly-increasing population. A new edifice, intended as a House of Refuge, has been completed. The building formerly occupied as the "Smallpox Hospital," situated on land in the St. Louis Common, known as the Old County Farm, has been fitted up for the reception of a juvenile reform school.

"The literary and educational institutions of St. Louis, have, considering their recent origin, attained a high degree of excellence.

"St. Louis has about 25 publication offices, issuing newspapers and other periodicals. Seven or eight newspapers are published daily, tri-weekly, and weekly. Four or five are printed in the German language. The press is generally characterized by ability, and several of its issues have a wide circulation.

"The water-works, which in 1529 were of very inconsiderable importance, now embrace 35½ miles of pipe.

"The Levee, which, twenty years ago, was a mere mud bank, with transverse ways to the water's edge, has since undergone very important changes. Great expenditures have been made in filling up and otherwise improving it directly in front of the city.

"Shipping, Commerce, etc.—Each stream which contributes to the commerce of St. Louis has its regular packets, and, for the most part, a separate place of landing. The Missouri, the Illinois, and the Upper Mississippi have as fine craft as float on the Western waters, while the down-river, or New Orleans traders, are scarcely excelled in size, equipment, speed, and construction. The St. Louis boats also visit the Ohio, the Wabash, the Tennessee, and other streams. With such an immense inland navigation, the commerce of the port requires a large number of steamers, and its tonnage in this respect exceeds that of every other western city.

"The importations of dry goods for the year were estimated at $7,000,000, (an increase of nearly one million over the previous year,) and the sales at $8,500,000. This, however, only has reference to the wholesale business. Including the retail trade of the city, the entire imports were estimated at $10,500,000, and the sales at $13,000,000. The business of the heaviest wholesale houses amounts to from half a million to eight hundred thousand dollars annually.

"The manufactures of St. Louis, though in their infancy, are hardly less important than her commerce. The flouring business is carried on here more extensively than in any city of the West. The manufacture of different kinds of chemicals and oils is extensively carried on. There are in St. Louis 10 establishments for the manufacture of tobacco, several of which are on a large scale. The manufacture of hemp into bale-rope and bagging, and the distilling of whisky, also employ a large amount of capital. But however important these several interests may be in themselves, they can hardly be regarded as the most important to St. Louis. Indeed, there can be no doubt that the development of the vast mineral resources of the region tributary to her, is destined to exert a controlling influence upon the future of this metropolis. Her manufactures of iron already exceed those of any other city on the Mississippi, if not in the west. Numerous foundries annually turn out stoves and other castings to a large amount. Railing, machinery, and steam-engines are extensively manufactured. Mining operations have already been commenced at Iron Mountain. (See Engraving.)

"The Bank of the State of Missouri is the only chartered banking institution in St. Louis or in Missouri. It has five branches, viz.: one at Fayette, one at Jackson, one at Lexington, one at Palmyra, and one at Springfield.

"The natural advantages which St. Louis enjoys, as a commercial emporium, are probably not surpassed by those of any inland port in the world. Situated midway between two oceans, and near the geographical centre of the finest agricultural region on the globe, almost at the very focus towards which converge the Mississippi, the Missouri, the Ohio, and the Illinois Rivers, there can be no doubt that she is destined, at no distant period, to become the great receiving and distributing depot of most of the vast region drained by these streams. Having already reached an enviable position among her sister cities, she is looking westward, with a system of railways intended not only to bring to her markets the agricultural and mineral treasures of the Missouri basin, but eventually to extend beyond the Rocky Mountains to the valley of the Great Salt Lake, and finally to the golden shores of the Pacific Ocean. Her connection with the Atlantic cities, through Cincinnati and Chicago, is already secured beyond contingency. The construction of railroads penetrating various sections of her own state, designed ultimately to communicate with New Orleans, are also about to be undertaken. The opening of these various railways, and others proposed, will give St. Louis ready access to immense deposites of iron, coal, lead, and copper ores, within a circuit of 90 miles, equal to the wants of the whole Mississippi valley for centuries to come, and which have not to this time been brought into use, simply because of the difficulty and expense of reaching a market.

"The population of St. Louis is upwards of 100,000."

CITY OF CINCINNATI, STATE OF OHIO.

FROM FORREST HILL, KENTUCKY.

## CINCINNATI, THE QUEEN CITY OF THE WEST.

After leaving the seaboard, no city in the United States is likely to surprise the stranger so much as Cincinnati. From an account of Dr. Charles Mackay's visit to it last year, we expected to find in it another Pittsburg (Pennsylvania) or Manchester (England) for smoke; and on proceeding from the "Forest City" (Cleveland) we looked forward to finding Cincinnati under a cloud, with the anticipation of unpleasant odours from its famed pork-killing establishments. On our entering the city, by the Little Miami Valley railroad, the beauty of that line was only excelled by the charming view presented as the train crept round the curves, opening to view the exquisitely beautiful scenery of the Ohio, both on the Kentucky and Ohio side of the river. Our visit to Cincinnati, therefore, in July last, was one of unmingled pleasurable disappointment; with a blazing sun overhead, all vegetation in its gayest attire, and not a particle of smoke to be seen, excepting from a solitary steamer, perhaps, getting ready for its voyage to Louisville or the Mississippi.

Ascending to the top of Mount Adams, to get a view of the city and surrounding country, we looked in vain for smoke; so that should the gifted author of "Voices from the Crowd" pay his friend Nicholas Longworth another visit at Cincinnati, and that any time during the spring or summer months, he will, we think, leave it with a different impression, and similar to what he experienced in the cities visited, where the total absence from smoke formed one of the peculiarities of American city life.

As may be well known, Cincinnati is the most populous city of the Western States, and the fifth in size and importance throughout the union. It is beautifully situated in a valley of about 13 miles in circumference, with the Ohio River intersecting it from the State of Kentucky, environed by a range of hills, thus forming a beautiful basin with one portion of the city in the centre, but the greater part of it rising by terraces, on which Third and Fourth streets form two of the most prominent. For 3 miles, at least, the city extends alongside of the river, that portion being lined, for the most part, with stores and shipping-places of business, and where from 30 to 40 steamers may be seen engaged in the river traffic, sailing up the river to Pittsburg, 460 miles, and down to ports on the Mississippi, 650 miles distant, carrying, for the most part, goods, but that only when the state of the river permits, and business affords sufficient traffic. Both in the city and in the vicinity some elegant private residences are to be seen, but more particularly in the suburbs of such as Mount Auburn, where there are some beautiful country seats, with vineries in the open air attached to each.

One of the finest public buildings of Cincinnati is the Court House, an immense block of buildings built of white marble, but, to a certain extent, obscured from being seen to great advantage, on account of the other buildings being built in too close proximity with it.

In churches Cincinnati can boast of having as fine samples as are to be found in the West.

Its literary, educational, scientific, and medical colleges and institutions, rank with any thing in the United States; in fact, from the public school up to the most advanced literary and scientific association, Cincinnati is excelled, we believe, by no other city.

The Mechanics' Institute, for example, occupies a prominent place amongst the many valuable institutions with which Cincinnati has great cause to be proud of. It is a large, square, massive building, built in the Elizabethan style, on the corner of Sixth and Vine streets. Its library contains 15,000 volumes, besides having, in an adjoining department, an excellent selection of newspapers and periodicals. It is under the management of the Central Board of the Trustees and Visitors of Common Schools, two delegates from each ward in the city being part of the management. Rufus King, Esq., a name well known in America, is president.

At present it numbers 4323 members. Average delivery of books during the last 7 months, over 6500 volumes per month. Total circulation for 7 months, 35,000 volumes. At the last time when the books were called in for revision, only 8 volumes were wanting

out of a total circulation of 37,000 volumes, a fact which speaks well for both members and management. Even this small number missing was made up by the parties who had become security for those who had got out the books. All young men under age, and not known, are required to get a guarantee from a known citizen, who becomes responsible for any loss the institution may sustain, by giving out books to such party applying for them.

The library is made up of the books formerly belonging to the Public School Library and Mechanics' Institution, now joined into one library. From the State, it now—from its connection with the Public School Library—receives $8000 annually.

The terms of admission to all are—free.

It may appear almost invidious to mention the name of any one donor to this noble institution, but we think that Mr. Greenwood's beneficence should be well known, if for no other reason, than that others in different parts, may imitate his example. Besides many subscriptions to the institution, and all along taking an active part in its establishment and welfare, he was, we believe, the principal means of preventing the institution from going down. Amongst its difficulties, it was due Mr. Greenwood no less a sum than $18,000 (£3,600 stg.) for material he had supplied to the building, etc., from his foundry. *That entire sum he made them a present of,* from which date, the institution has spread its benefits all around, and engraven the name of Miles Greenwood indelibly in connection with its history, and that of the welfare of the working classes.

Again, we may notice another of the reading-rooms and libraries in the city, worthy of all commendation, viz.: the Young Men's Mercantile Library and Reading-room, in Walnut street. On one floor of a building 140 feet long, by 100 wide, there will be found a library of 19,000 volumes, in all the departments of literature, occupying fully one-half of the apartment. In the other end of it there will be found the best assortment of newspapers, magazines, and periodicals we have seen anywhere. The natives of almost any part of the world will there find the paper of his own neighbourhood. Of course the Thunderer of Printing-House square (London) will be found there on regular file. On the opposite frames—the *Scotsman*—the worthy representative of "Auld Reekie," (Edinburgh, Scot.,) and the Dublin *Evening Post* and *Nation*, of Ireland, take their stand; the Welshmen are represented in the Carnarvon *Herald;* the Frenchmen, with the *Journal des Debats, La Presse, Charivari, L'Illustration*, and *Galignani;* the Germans, with *Zeitungs* plenty; the Australian, with the Melbourne *Argus;* whilst the United States is represented with sheets of all sorts and sizes, from Maine to California, and not forgetting the well-printed sheet of the *Pioneer and Democrat,* all the way from St. Paul, Minnesota. Canada papers are also found in abundance. In going over this room, and seeing such a host of London weekly papers, and monthly magazines and quarterly reviews from England, Scotland, and Ireland, a stranger from Great Britain is apt to fancy himself in some of the Exchange reading rooms of Liverpool, Manchester, or Glasgow, or the Waterloo News Rooms in Edinburgh, rather than on the banks of the Ohio.

The quarto and imperial weekly sheets are secured to tables across the room, at which parties may sit and read, some of the most popular London weekly papers showing good evidence of being well perused. The tattered and torn appearance which the *Illustrated London News*, and that philosophic, philanthropic, and stinging little sinner *Punch* presented, showed that they afford as great a treat to the numerous readers there, as these two publications do in enriching the coffers of some American publishers, who depend largely upon them for their excellent illustrations, as, no sooner do they reach this side of the Atlantic, than they are reproduced without the slightest acknowledgment as to their source, far less in a pecuniary respect.

The magazines are all numbered, and can be taken and read in any part of the building. After perusal they are returned to their proper pigeon-holes in the desk, where they remain open for perusal.

The library contains 19,000 volumes. The reading-room, 240 different newspapers, and 120 magazines and reviews are received as soon as possible after publication.

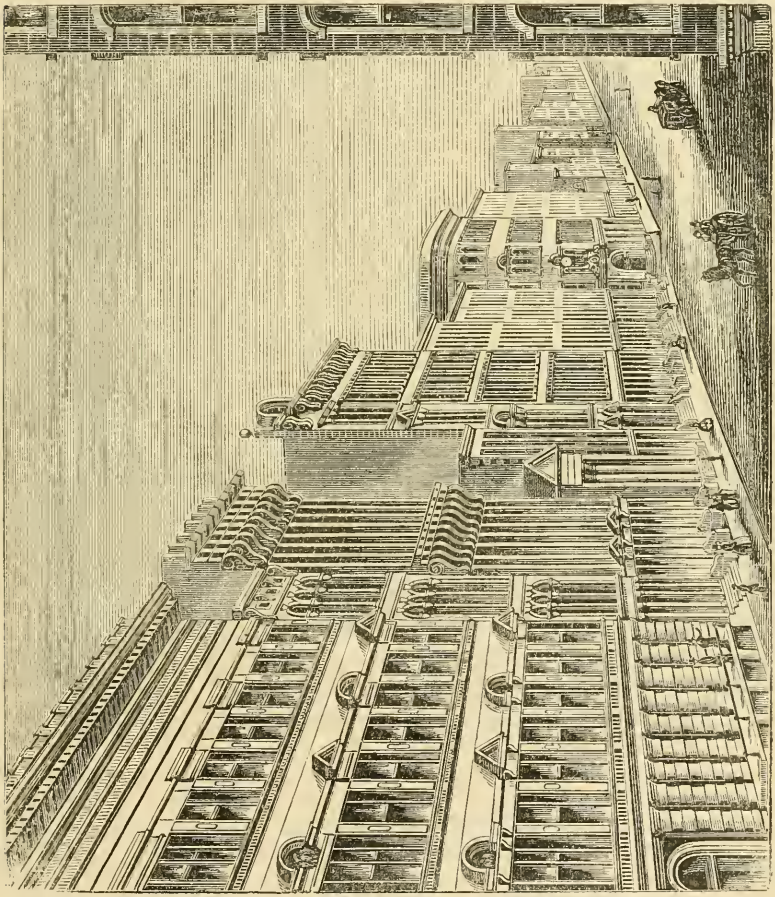
The terms of entry are only $3 (12s. stg.), with $1 entry-money.

At present it numbers 3000 members.

The reading-room is most comfortably fitted up. On the floor, for example, there is a magnificent tapestry carpet, and the newspapers mounted on elegant iron frames of chaste design. Altogether, it appears a model institution of the kind, and we congratulate the Young Men's Mercantile Library Association in having such an institute.

We had forgot to mention, that the library is adorned with a beautiful marble statue of "Sabrina," and another of "Eve listening to the Voice," as well as busts of some of America's most accomplished public men.

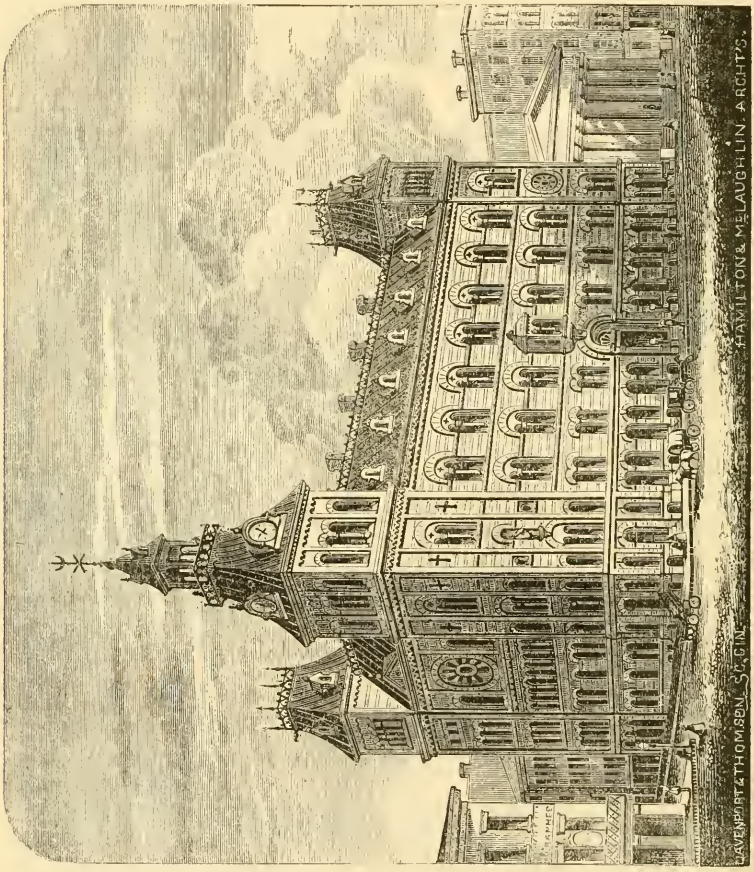
In one respect, this institution differs from any of the kind we have seen in Britain, viz., that of ladies visiting the reading-room, and perusing the books, newspapers, and periodicals, with apparently great interest, besides forming a large proportion of the visitors to the *Young Men's* Library, for books.



THIRD STREET, CINCINNATI.

The finest wholesale stores in the city are situated on Pearl street, where they arrest attention, from their solid stone built appearance, and general excellent design. The other principal streets for the wholesale trade, are, Walnut street, Main street, and Public landing, from which tens of thousands of dollars' worth of goods change hands weekly.

Third street forms also one of the finest streets of the city. At the corner of Third and Walnut street, the Masonic Temple will stand, when completed (see our engraving of the same). In Third street, are situated the greater proportion of the banking houses and offices of the exchange brokers and lawyers in the city. The buildings there also being characterized by that solid magnificence, which well cut and tastefully designed architecture always portrays. Our view of Third street, as given in the preceding page, represents some of the finest buildings in the street, the first one on the left hand, being the premises built and occupied by the celebrated Ohio Life and Trust Company, a banking institution, which failed in 1857.




NEW MASONIC TEMPLE, CINCINNATI.

This splendid structure, an engraving of which we present, is one of the most striking buildings yet erected, we believe, in the United States, and will show more strongly, than perhaps any other we could have selected, the amazing rapidity of growth of the western cities of America. On the site where this Masonic temple rears its commanding form, among other costly and palatial stone edifices, in the business centre of the "queen city" of the West, men, still in the vigour of life, assure astonished strangers that they can remember when, on the very spot occupied by these palaces, the primitive log-huts of the first settlers were embedded in the forest!

The Nova Cesaria Harmony Lodge, No. 2, under whose auspices this temple is being erected, was instituted in 1794, and is the oldest lodge in Cincinnati. The ground was

donated by Wm. McMillan—now deceased. As a building designed expressly for Masonic uses, it is a question, if, not only in America but in Europe, any temple of the kind has heretofore been erected more complete and convenient in its arrangements, or richer in graceful and symbolic architecture, than the one now under notice.

It is being erected entirely of the beautiful freestone, for which Cincinnati is so celebrated, and stands on the north-east corner of Third and Walnut streets, occupying a frontage on Third street of 200 feet, and 100 feet on Walnut street. The style is Byzantine, exhibiting strongly those bold and massive features so characteristic of many of the best buildings of northern Italy. It will be 4 stories high, with a basement, and flanked by three lofty towers; the one at the corner of Third and Walnut streets being 32 feet square at the base, and 185 feet from the base to the vane. In the centre of this tower, on the third story, and facing Third street, is a niche designed to receive a life-size statue of W. McMillan, the liberal donor of the property. The upper portion of the tower will have a large town clock, with 4 illuminated dials 7 feet diameter, which will be visible on each face of the tower from a great distance. The first floor, as well as basement, will be used for banking houses and exchange brokers, the second floor for business offices, while the third and fourth floors are devoted exclusively to Masons and Masonic meetings. On the third floor, which is 18 feet 6 inches high, are the chapter room, the library, (lit by a projecting Oriel window,) royal and select council room, a spacious banquet room, an encampment asylum. a royal arch chapter room, and a Persian court, all for the use of the knights and templars. At the western portion of this floor, and facing Third and Walnut streets, a commodious suite of rooms form the residence of the janitor, isolated from the remainder of the building, but in convenient juxtaposition. The fourth story, which is 22 feet high, is subdivided into 3 splendid lodge rooms for the entered apprentices, fellow-crafts, and master-masons of N. C. Harmony Lodge, No. 2, and a grand lodge room designed for use only on extraordinary occasions. This fine room is 70 feet long, 42 feet 4 inches wide, and 28 feet in height, lit by the large and beautiful rose window which forms so conspicuous a feature on the Walnut-street elevation. The attitude of the temple will be 85 feet from the pavement to the cornice, 105 feet to the ridge of the roof, and 112 feet to the cornice of the great tower. The roof is a Mansard shape, terminated where visible, by a rich iron railing, and having its surface relieved by seven picturesque dormer windows. The entire cost is estimated at $150,000 (£30,000 stg.).

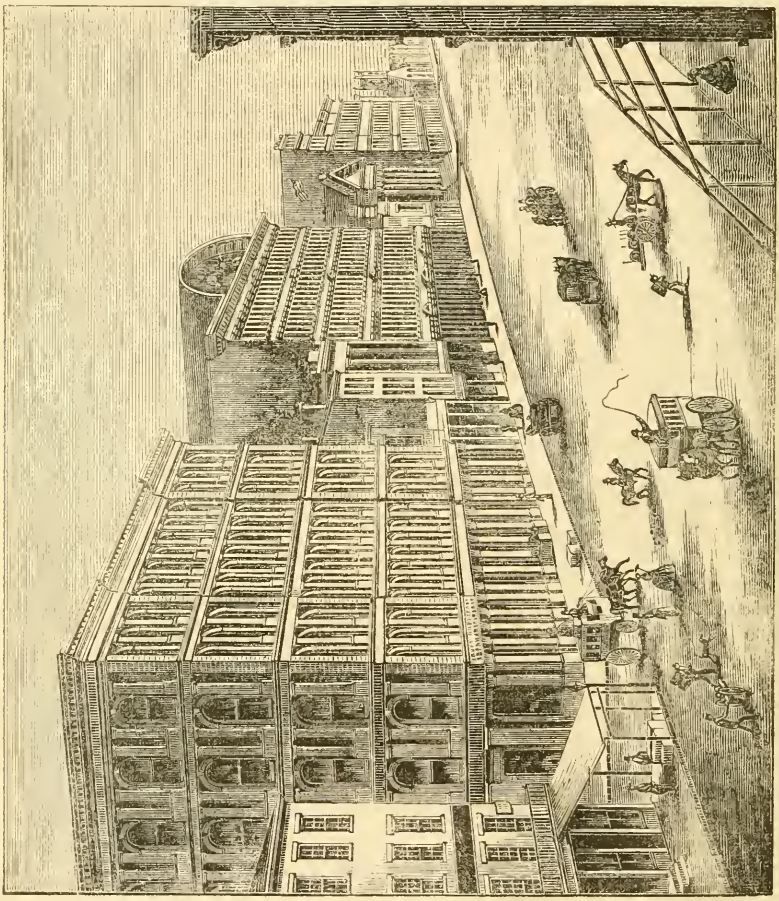
The architects of this building—which reflects the highest credit upon their artistic taste and skill—are Messrs. Hamilton and McLaughlin, whose cards will be found elsewhere. Mr. McLaughlin is still a resident of Cincinnati, but Mr. Hamilton (formerly of London) has recently removed to New York. The engraving, given in another page, has been executed for this work, by two young and very promising wood engravers in Cincinnati, Messrs. Davenport and Thompson, and we have only to refer to this specimen of their work, to show what they can do, for them to be entrusted with drawings of the most intricate character, as the foregoing view was engraved from the architect's drawing, and the manner in which they have preserved every detail correctly, reflects great credit upon their ability as first-class engravers.

In our engraving of Fourth street, will be seen a representation of some of the finest blocks in the city, and among the many splendid stores with which it abounds, none show to more advantage than the magnificent jewellery establishment of Messrs. Duhme & Co., situated in Carlisle Block, corner of Fourth and Walnut streets (the first large block to the left in the engraving on the next page.) This establishment rivals, in that particular department, any thing in New York, or any where else, we believe, in the United States, and stands pre-eminent as the Hunt & Roskills (London) of Western America. The visitor there will be struck with the large amount of valuable stock which is to be seen, consisting of the manufactures of some of the best makers in England, France, and Switzerland.

In the same block stands, also, one of the finest, if not the finest, bookstore in the city, viz., Messrs. Robert Clarke & Co.'s (late Derby & Co). This store is handsomely fitted up, and filled with a large stock of rare and valuable works in all departments of literature

and science. Besides being publishers of several works, Messrs. Clarke & Co. import direct from the publishing houses in England and Scotland.

In the same street (Fourth street) a little further west, is now completing a very magnificent block, intended as the opera house for the queen city. When finished, it will form probably, the finest block in the street, if not in the whole city. Its proportions and design are elegant.

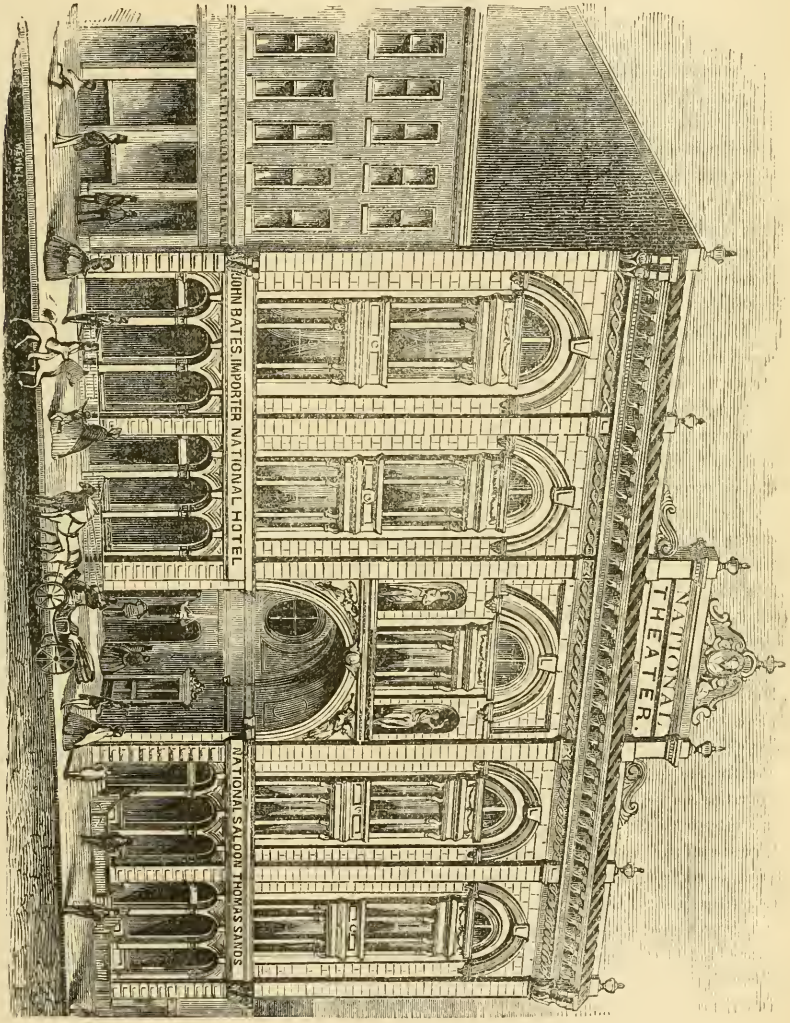


FOURTH STREET, CINCINNATI.

Still further west, in Fourth street, stands the new post-office, custom house, and other government offices, all in one building, of a very chaste design and classic character. The only regret is, that so fine a building should have been obscured or buried in appearance, alongside of the high towering stores built close to the westward of it. Only the front portion of the post-office will be seen in the above engraving, with the national flag waving from the top of it. On the opposite side of Fourth street stand some very elegant stores also, and a visit to Mr. Richardson's outfitting establishment, opposite the post-office, will give an idea of their internal extent and magnificence.

We should say that Fourth street bids fair to be the street of streets in this beautiful and wonderful city, and that a few years will see it lined, from end to end, with buildings of the same palatial character.

Amongst the many handsome buildings in the city, few show a finer exterior or more substantial appearance than the National Theatre, on Sycamore street, built by Mr. John Bates. It presents, as will be seen by our engraving of it, a very handsome exterior, ornamented with some very finely-executed sculptor work. Whilst the exterior shows to such great advantage, the interior is tastefully decorated and fitted up. After the old theatre was burned down, we understand a company was formed to build a new one, but




NATIONAL THEATRE, CINCINNATI.

as sometimes "too many cooks spoil the broth," it was likely to prove so in this instance, when Mr. Bates stepped forward, and single-handed, provided the citizens with as comfortable and elegant a theatre as will be found in the United States. The house is built in the most substantial manner, and in that respect, as well as regards ventilation, is every thing that is possible to attain. It is seated for 3000 people, and stands on a lot 100 feet front and 206 feet deep; height of house 90 feet. The architect is Mr. Hamilton, who is also

architect of the Masonic Temple, a view of which will be found on another page. The theatre was built under the personal superintendence of Mr. Bates, who watched its progress from the digging of the foundation to lighting up the gas on the opening night, on 4th July last.

Under the lesseeship of Mr. Baker, the house, on our visit, was certainly "drawing" well. Every thing was put on the stage promptly and creditably, making the stranger forget, almost, that he was witnessing "La Traviata" on the banks of the Ohio.

There is scarcely any branch of manufactures but what is carried on, more or less, extensively in Cincinnati. Its *great* trade, however, consists in the article of PORK. So much so, is this the case, that the city is pretty well known as the PORKOPOLIS of America. In the winter season droves of pigs may be seen, being driven along the streets on their way to the killing and packing-houses, where they are killed, plotted, cut up, pickled, and packed, with a rapidity that is scarcely conceivable. Along the roads, the animals are to be seen reaching the city from neighbouring villages, whilst the railroad vans are loaded with them from all parts of the west. To Cincinnati the pork and provision dealers in Belfast (Ireland) find their way once a year, to make purchases and contracts for their supplies, and to there, as well as ports in England, immense shipments are made during the course of the year. Besides what is killed in the city, Cincinnati finds a market for a large amount of pork and bacon—in bulk. Thus we find, in one year, the quantity to be over 450,000 hogs, 17,000,000 bbls. of pork in bulk, and 11,000 hogsheads of bacon, as received into the city. The total amount of which was estimated at $5,500,000, or £1,100,000 sterling. In connection with the manufactures of the city, lard and oil forms important articles. In the articles shipped from the city, a large proportion is in pork, bacon, oil, lard, whiskey, wine, furniture, and machinery.

Amongst the large manufacturing establishments connected with the city, the Eagle Foundry of Miles Greenwood, must take the first place. It is one of the largest of its kind in the United States, and an establishment, where, probably, a greater *variety* of articles are manufactured under one roof, than can be named in any other city. There will be found articles varying in size and weight, from 300 pieces in a lb., to 10 tons for one piece, verifying, almost, the popular saying, of every thing from "a needle, to an anchor." In the manufacture of one article alone—that of stoves—no less than 2500 tons of iron are used annually. Butt hinges are made in enormous quantities, and with a stock on hand, apparently, sufficient to hinge all the doors in the States. Until the manufacture of this article by Mr. Greenwood, America was dependent upon Great Britain for them. There is scarcely an article in the iron or hardware trade but what is, or can be manufactured at this establishment, extending, even, to music, and other sorts of stools; hat-stands, tables, etc., of tasteful design and finish, and even articles of delicate manufacture—such as planetariums—are manufactured, as we noticed. The establishment is divided into several departments—each under efficient superintendence—two of the principal departments being under the management of Mr. Folger, and Mr. Yates, who are associated as partners with Mr. Greenwood in what pertains to their own departments.

Amongst the heavier description of work turned out, are those of basement-fronts for stores, as well as for entire fronts of stores and houses. The beautiful front with Corinthian pillars, on Carlisle's block in 4th street, are from Mr. Greenwood's establishment, although now that they are painted and sanded over, it is impossible, almost, to tell the difference between them and the stone of which the upper part is built. Mr. Greenwood is an excellent example of the many self-made men with which this country abounds, and we are only paying a well-earned tribute, when we say, that for public spirit, energy of character, and large heartedness, we question if the queen city has his match. The reader is referred to our notices of the fire-engine establishment, and mechanics' institution for a few practical samples of Mr. Greenwood's character. At present, when trade is dull every where, there are only about 400 men employed at the works. In ordinary good times, fully 500 are employed. One of the most gratifying facts connected with this establishment is that during the long period of 26 years, it has never stood idle for a single day—although nearly the whole concern was burned down in 1845.

Strangers in the queen city will be much gratified with a visit to this mammoth establishment, where they will be most courteously received, and shown over the premises.

In the single article of grist mills, large quantities are manufactured, two of the principal houses engaged therein, being Messrs. W. W. Hamer & Co., and J. H. Burrows & Co.

As is well known, Cincinnati has already earned a world-wide notoriety for its wines—and judging from the rapid increase in the cultivation of the grape, and manufacture of wine, there is every likelihood of its becoming a rival even to the trade in pork, in its immensity.

In connection with the wine manufacture, one of the most notable things connected with this city, is the establishment of Mr. N. Longworth, the celebrated wine-grower. A visit to his wine cellars will astonish the stranger. There will be found upwards of 300,000 dozens of bottles of the Catawba wine, maturing till ready to be sent out. The cellars consist of two vaults, 90 by 120 feet, in two tiers, the lower one being 25 feet below ground. One cask, alone there, holds 4,575 gallons of wine. Mr. Longworth has spent many years and a large amount of money, in bringing the Catawba grape to its present state of perfection. In this respect he may be considered the father of the wine trade, there, as well as one of the "City Fathers." His wines find their way all over the United States, to England, Mexico, Brazil, Russia, etc. The "Sparkling Catawba" is very like champagne, and the uninitiated in such articles would scarcely know the difference. The wine made there contains about 11 to 12 per cent of alcohol.

As long as Cincinnati lasts the name of Nicolas Longworth will be intimately associated with it, and hundreds of the very lowest and most degraded of the population will, some day, miss his extraordinary benevolence—which reaches in one form alone, in seasons of distress—the free distribution of from 300 to 500 loaves of bread every week to the most necessitous poor. In the distribution of his charity he is peculiar, if not eccentric. Many stories are told of him in this respect. As one which we have not seen published, and to give an idea of the man, we may mention, that when lately called upon by a deputation for his subscription to assist the "Lord's poor," his reply was, that he had enough to do in taking care of, and looking after, the "Devil's poor," it being, as we have said, the most degraded whom Mr. Longworth makes *his* peculiar choice. He not only gives away largely in bread, etc., but provides houses actually free of rent, to many who are not able to pay for them, and yet such tenants are more trouble to him than those who pay rent. He is, altogether, a self-made man. He commenced his career in a very humble capacity, and now, although said to be *the* millionare of the city, has, apparently, not a particle of pride about him. His house is a princely dwelling, adorned with some gems of art in sculpture and painting, of great beauty and value. For example, in his drawing-room is to be seen the first specimen of sculpture ever executed by the celebrated Hiram Powers, and a gem it is.

The turn-out of wine in Mr. Longworth's establishment is about 150,000 bottles per annum.

Other firms in the city are now engaged in the manufacture of wine. A large German population, now inhabiting the hills around the city, as well as parties on the Kentucky side of the river, are engaged in the cultivation of the vine, and scarcely an inch of ground is to be seen on the hill-sides but what is covered with vines, growing.

The population of Cincinnati is about 200,000.

One of the finest views of Cincinnati is to be got from off the top of one of the hills on the Kentucky side of the river, especially any of those a little further west than the city.

## CLEVELAND, OHIO.

Cleveland, one of the most important cities of the west, is situated on an elevated plateau, 70 feet above the level of Lake Erie, and forms one of the cities on that lake. It is decidedly one of the most beautiful cities in the States, and remarkable for its fine public and private buildings.

It is built upon a gravelly plain, and from it a magnificent view of the lake is seen.

The chief business streets are Superior street, Water street, Bank street, and River street. The three former are situated on the higher part of the city, whilst River street is between Cleveland proper, and what was formerly termed Ohio City, (on western side of the River Cuyahoga,) but which is now incorporated with Cleveland.

Next to Cincinnati, it is the most important commercial town in Ohio, and, from its natural position on the lake, forms an important centre for business to all points, and from its manufacturing and commercial enterprise and establishments, it seems destined always to hold a high position amongst the cities of the Union.

From the quantity of trees and shrubbery growing in all parts of the city, giving its streets the appearance of groves rather than any thing else, and the garden-plots around the private dwellings, it has been very appropriately termed the "Forest City."

To the stranger, who enters it for the first time, he will be forcibly struck with its remarkable beauty, and spacious streets, averaging as they do, about 120 feet wide.

As an entrepot of commerce, it is one of great importance. A large direct trade with the western cities is kept up by railroad and steamers. The latter ply, during the summer season, up as far as Lake Superior, touching at the most northerly ports of that immense mining region. From thence, iron and copper are brought in great abundance, and at Cleveland these meet with the coal of Ohio and Pennsylvania, and transported by canal and railroad to Pittsburg, Philadelphia, and other cities on the seaboard.

Two very handsome and substantial freestone buildings are in course of erection at the north side of the public square, one of them the United States Government buildings, is intended for custom house, post-office, etc.—erecting at a cost of about $125,000 (£25,000), 60 feet by 100 feet, 62 feet elevation being three stories high. Builder, Mr. W. J. Warner. Government architect, Mr. A. B. Young. At another corner—on same side of square—is erecting the County Court House, at the expense of the State of Ohio. Builders, Messrs. Smith & Pannell. Architect, Mr. J. J. Husband. When finished, these will form two of the most important and beautiful buildings in the city. Freestone, of which these two public buildings, and many of the private houses are built, is found in great abundance at Amherst, Lorain County, Ohio, and also at Independence, 12 miles from Cleveland.

The chief street, for handsome mansions and villas, is named Euclid street, and contains many equal, in magnificence, to those in the suburbs of London, Manchester (Eng.), or Edinburgh or Glasgow (Scot.). All of them are surrounded by beautifully laid out gardens, with the houses placed from 30 to 40 yards from the road-side, and altogether form a continuation of private dwellings, which, for beauty of design, substantiality, and elegance, are scarcely to be surpassed.

As regards health, Cleveland is considered remarkably favourable. Situated as it is, the atmosphere, in summer, is delightfully cooled by the breezes from Lake Erie, so that, even the hottest days of July are tempered by refreshing winds, experienced in few other, excepting lake, cities.

Altogether, Cleveland possesses within itself all the elements, not only of progressing towards being a much greater city, but all the conveniences, comforts, and luxuries of life.

In educational matters, its public schools are large and airy—(and, of course, all free)—whilst it possesses private academies and high schools for the higher branches of education.

Of colleges, it possesses both allopathic and homœopathic—whilst it has 2 or 3 celebrated water-cure establishments.

Of churches, Cleveland has between 30 and 40 of all denominations, some of them of excellent design internally and externally.

As a manufacturing city, it occupies a prominent position. Large quantities of machinery, agricultural implements, stoves, and hollow-ware work is manufactured.

The lumber trade, also, is a large one. One firm alone, engaged in making windows, doors, sashes, etc. etc., (Messrs. Ransom, Cobb & Co.,) cutting up as much as upwards of six million feet of lumber in one year, and sending them to all parts of the States.

VIEW OF SUPERIOR STREET, CLEVELAND.

Cleveland has several daily, as well as weekly, newspapers. Amongst which are the *Herald, Review, Leader, Plain Dealer,* and *Ohio Farmer*. Connected with which, are also job-printing offices.

As connected with the press, we may mention that we had an opportunity of seeing a young lady in the office of the *Ohio Farmer,* engaged at wood engraving. The specimens of her handiwork, more particularly some specimens of insects, which she had engraved for that journal, were most beautifully done, showing a fineness of etching we have never seen excelled, and more resembling a steel engraving than one from off the wood.

The steamers which ply to and from Cleveland, are of the largest class, and elegantly fitted up for passengers. Those for the goods traffic, to different ports on the lakes, are smaller in size, and screw propellers.

The hotels of Cleveland are equal to any thing in the States, and, like those in Buffalo, are much more moderate in their charges than in some of the eastern cities.

An excellent library and reading-room is to be found at the rooms of the Library Association, under the charge of an obliging superintendent (Mr. W.

J. Tait). There is no mechanics' institution in the city, but this establishment answers much the same purpose. Here, for $2.00 a year, young men can enjoy the advantages of a library of 5000 volumes, (and fast increasing,) besides newspapers, periodicals, etc.

The public square occupies about 10 acres of ground, fenced off for public recreation. Foot-paths cross in all directions. In the centre a graceful fountain plays all day, forming a beautiful object. On certain evenings of the week, a very first-rate brass band plays on a raised platform, gratuitously, for several hours, during which time (in the evening) a large turn out of the inhabitants is to be seen, some sitting on the numerous seats provided, and some promenading about. This square, and its appropriate "fixings," is one of the most attractive features of the city, and reflects no small credit on the inhabitants who secured it for its present purpose.

On the west side of the river, are situated a most efficient system of water works. Two immense stationary engines pump the water up from the lake to a large reservoir, from which the city is plentifully supplied.

On same side of the river, a very large population is scattered over a great surface of ground, consisting in part of several very neat cottages. A large proportion of the working-classes live on that side of the river; and a stranger cannot but be struck, in summer time, with the neat and comfortable appearance of the dwellings, the most of them being all owned by the inhabitants, and the grapes growing in profusion in the open air, every one being living proofs, in reality, of "sitting under his own vine, and none daring to make him afraid."

A large trade is done in wool, bought by the Cleveland merchants, and sent by them to all parts where woollen goods are made. The wholesale and retail warehouses (or stores), are, for the most part, spacious buildings—running 100 to 200 feet back; and in the retail stores—in every description of trade almost—goods of the most superb and costly character, as well as the most useful and plain, are to be seen.

Property now rents very high in Cleveland, so much so, that many are of the opinion that but for the high rates demanded by land-owners, the city would have made greater progress than it has done, and so long as the present high prices are demanded, it must materially affect the progress of the city in its manufacturing and commercial prosperity.

Omnibus Line.—An excellent line of omnibuses is established at Cleveland, by which passengers, arriving per rail, can be set down at any address in town, including luggage, for 25 cents (1s. stg.). Mr. Stevens, the proprietor, has upwards of 50 horses employed on it, and, altogether, conducts it in a very satisfactory manner. His "busses" call at the hotels for passengers, before the departure of the trains. The baggage is conveyed in a separate conveyance, thus avoiding all trouble and annoyance with it.

Previous to the arrival of the trains at Cleveland, passengers will be waited upon by the baggage-agent, who passes through the cars; by giving him their baggage checks and 25 cents, he, in return, will give them an omnibus ticket, which will entitle them to one seat in the omnibus, and the conveyance of one or two trunks to any part of the city.

This line of omnibuses ply to different parts of the city as a city line, on the same plan as the omnibuses in New York. By purchasing tickets at the office, residents get conveyed, from one point to another, for about 6¼ cents each trip.

Present population of Cleveland is estimated at about 60,000.

## CITY OF BUFFALO.

This is one of the most important cities west of New York. It is situated in Erie County, State of New York, at the eastern extremity of Lake Erie, about 3 miles from the commencement of the Niagara River. Latitude, 42° 53′ N., Longitude, 78° 55′ W.

The site of the city gradually rises from the water's edge, for about 2 miles, till it becomes about 50 feet above the level of the lake, thus affording, in the higher portion of the town. extensive and beautiful views all around.

The lower portion of the town is occupied with merchants' stores, manufactories, etc., and is intersected in different parts by canals. Possessed of a harbour, formed by Buffalo Creek, as it is called, vessels drawing from 12 to 15 feet of water can lay at anchor and discharge and load cargoes, which is done with astonishing rapidity by the steam elevators in operation alongside of the creek.

The chief business street is Main street, running in a straight line for about 2 miles, and composed for the most part of spacious and lofty business stores, of every description. Looking from the foot of the street, upward, Main street presents one of the finest commercial streets we have ever seen. It is 120 feet wide, and there being a gradual ascent all the way up, it is seen to great advantage. Some of the stores in Main street, such as De Witt C. Weed & Co.'s hardware store, Woodward's fancy silk warehouse, and Barnum's variety store, are equal in point of elegance and size to many of those in the Strand or Regent street, London, Bold street, Liverpool, (Eng)., or Buchanan street, Glasgow, (Scot).

The streets where the private dwellings of the upper classes are situated, are of a palatial character, more particularly those of Delaware and Niagara streets. Such streets as these run from 1 to 2 miles, in a straight line, 120 feet wide, with pavement 15 to 20 feet wide, with trees alongside, forming an extensive and beautiful view from either end, whilst a walk along such as Delaware street arrests the attention of the stranger in the magnificence of the dwellings and grounds attached, which are almost all owned by their occupants. There are 3 public squares—Niagara, Franklin, and Washington. At Niagara Square, no less than eight streets all meet, forming a magnificent "Eight Dials," each street running off, from this centre, having its trees on each side, and forming a fine vista in every direction.

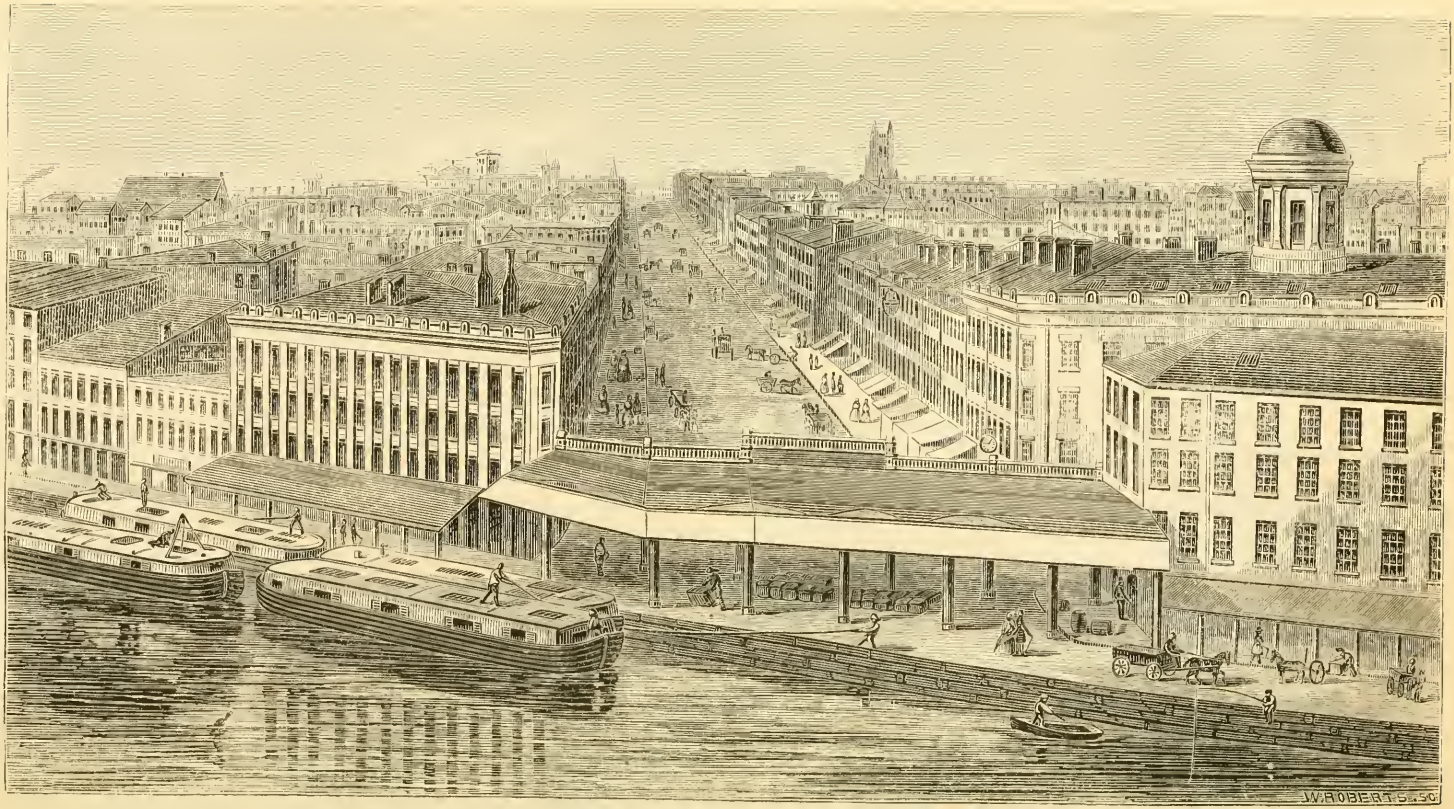
The commerce of Buffalo is immense, although not so great as it was before the passenger steamboat traffic, on the lake, ceased. At present, it is the greatest grain and flour entrepot on the lake, through which the productions of the great west pass. Here the grain from Detroit, Chicago, Milwaukee, etc., arrives in vessels carrying from 15,000 to 18,000 bushels each, and is transhipped, by means of the elevators, into canal boats and railroad cars, and sent to all parts of the States, but chiefly to New York. Consequently, as a grain market, Buffalo stands as amongst the most prominent in the States.

The natural position which Buffalo occupies must, of necessity, render it an important commercial city. About 25 miles off, per rail, is Canada. A large Canadian trade is done, whilst the railways from Buffalo, in all directions, render it a convenient centre for business to any particular section of the country.

The manufactures of Buffalo are important; and some large concerns in the manufacturing of stoves, agricultural implements, machinery of every description, besides foundries, tanneries, etc., etc.

Several daily and weekly newspapers are published, amongst which are *The Daily Express, Daily Courier, Daily Republic and Times, and Advertiser*, all having job-printing offices attached, and turning out some of the best specimens of typography we have seen in the States. A large amount of printing for the railway companies is done in the course of the year—whilst the specimens of wood engraving, executed by such as Mr. Wightman, are equal to any thing we have seen anywhere.

The station of the New York Central Railroad, at Buffalo, contrasts very favourably with those of New York and other large cities—more resembling the spacious station at New




CITY OF BUFFALO—LOOKING UP MAIN STREET.

CITY OF BUFFALO, FROM BUFFALO CREEK—LOOKING NORTH-WEST.

street, Birmingham, (Eng.,) than any we have seen elsewhere. Waiting rooms, and every convenience, with spacious suites of offices, are attached.

The station for the Falls, Canada, etc., is situated in the lower part of the town, whilst that for New York, and the Lake Shore Road, to Cleveland, Cincinnati, etc., is situated in Exchange street, off Main street.

As regards health, Buffalo stands pre-eminent, on account of the general good sewerage throughout the town, the breezes enjoyed from off the lake, in the heat of summer, general cleanliness of the streets, and the excellent water supplied to the town.

The public free schools of Buffalo have long been distinguished for their excellence and efficiency, and from a visit we paid to one of them, (No. 8, under the management of Mr. Slade,) we can bear testimony to the very excellent arrangements, and system, and the decorum which prevailed throughout—specimens of writing, etc., of girls and boys 7 years of age, we saw, and difficult questions in mental arithmetic we heard answered, in such a manner, as showed the superiority of the system pursued, and the adeptness of the scholars, very pleasing to a stranger, more particularly when so excellent an education is open to all, free of charge. For the support of public schools, of which there are 33, Buffalo spends $108,000 per annum; of that, $26,000 is drawn from the State; the remainder, from taxes imposed for that purpose. There are several other educational establishments, of a higher order, besides literary and benevolent institutions, and excellent public libraries.

The transportation trade of Buffalo has lately suffered, in its passenger traffic to the west, the magnificent line of steamers, which was wont to run to the ports on the western lakes, being now withdrawn. A few emigrants still go with the freight propellers, but the majority of emigrants and others, bound west, from the seaboard, go via the Suspension Bridge, or via Dunkirk and Cleveland.

The establishment of railways, therefore, has interfered materially with the passenger traffic through Buffalo, as formerly it was the route through which most passed westward. The conveyance of grain and provisions, which forms so large an item in the trade of Buffalo, from the west to the east, and south-east cities and towns, was also in danger, from the railways being likely to monopolize the trade, by carrying it from Chicago and Detroit, via Toledo, Cleveland, and the Lake Shore Railroad, direct to New York and the east.

The ingenuity and enterprise of the "Buffalo boys," however, was at once set to work to secure and maintain their city as the chief entrepot for grain, in its passage from west to east, by establishing a line of screw propellers on the stupendous canal, which extends from Buffalo to Albany, getting that canal deepened, and carrying grain and provisions at such low rates, as to beat the railroads out of the field. At the time we write, the first experiment has been tried on the canal with great success. In a future edition, we shall chronicle the further development of this great undertaking.

During the year 1858, from the opening of the trade to the 15th of June, we find the imports of some of the leading articles to be as follows, which will give some idea of the large trade done at this port:—

| | 1857. Lake opened, May 13. | 1858. April 5. | | 1857. Lake opened, May 13. | 1858. April 5. |
|---|---|---|---|---|---|
| Flour, bbls. | 118,948 | 425,629 | Oats, bushels. | 218,381 | 834,502 |
| Pork, " | 12,149 | 15,760 | Barley, " | 252 | 87,420 |
| Beef, " | 16,514 | 14,936 | Rye, " | 7,805 | 21,385 |
| Ashes, casks. | 718 | 1,524 | Lumber, feet. | 11,104,591 | 9,402,814 |
| Whisky, " | 8,992 | 20,401 | Staves, " | 4,490,436 | 3,908,469 |
| Bacon, lbs. | 3,468,465 | 3,302,360 | Wool, bales. | 484 | 615 |
| Lard, " | 213,200 | 2,492,100 | Hogs, number. | 14,453 | 43,250 |
| Wheat, bushels. | 1,016,650 | 2,801,274 | Sheep, " | 4,362 | 7,117 |
| Indian Corn " | 781,772 | 850,052 | Cattle, " | 3,256 | 8,497 |

Reducing flour to its equivalent in wheat, and classing all kinds of grain in one, we find a total, received to June 15, of 6,692,778 bushels this season, against 2,619,000 last—being 4,073,778 bushels more than the previous season.

In the other articles, a corresponding increase will be observed.

From the ports on Lake Michigan, the receipts were, up to above date: flour, 166,436 bbls.; wheat, 2,136,958 bushels; Indian corn, 421,700 bushels; oats, 448,171 bushels; barley, 37,644 bushels.

From ports on Lake Erie—flour, 259,193 bbls.; wheat, 664,316 bushels; Indian corn, 428,352 bushels; oats, 386,331 bushels; barley, 19,776 bushels; rye, 21,385 bushels.

From Canada—lumber, 3,816,178 feet; staves, 59,000.

The remainder were from American ports, as well as almost the whole of the other articles enumerated.

Population of Buffalo was, by last census, 74,214.

## CITY OF PORTLAND, (MAINE.)

[Distant from Montreal, 292; Boston, 107; Quebec, 316; Toronto, 625 miles.]

During the winter season, when the ice in the St. Lawrence prevents access to Quebec and Montreal, via that route, Portland then forms the link in the chain of communication between Great Britain and Canada for steamers and sailing vessels, as at Portland passengers and cargo are landed, and forwarded, per rail, to their destination.

It having been decided that the Great Eastern Steamship will sail between Portland and England, we annex the following particulars which may prove interesting:—

Portland—although not the capital—is the principal town in the State of Maine—the most easterly State in the Union, and adjoining the British Possessions. It is beautifully situated upon a peninsula, rising at the northern and southern extremities into eminences about 200 feet above the level of the sea, and surrounded by Casco Bay, which forms a natural, safe, and spacious harbour for the largest shipping, completely land-locked, except at the entrance, which has been "scooped out by the hand of the Almighty," but is only defended by two artificial fortifications, called Preble and Scammel. Promenades 150 feet in width, two for walking, and another for riding, run round the extremities of Mount Joy and Bramhall Hill, furnishing splendid opportunities for "constitutionals" as well as magnificent views, especially from the Observatory of the town, harbour, shipping, islands, and surrounding country—on the one hand, stretching right away towards the blue peaks of the White Mountains in the west, and carrying the eye of the spectator right onwards into the azure depths of the blue sea of immensity in the east. When we state that 24 churches and 16 schools, in addition to numerous edifices belonging to public associations and private parties, have been erected in the town, the tourist must be prepared to anticipate no ordinary amount of architectural decoration, most prominent amongst which, is a magnificent, marble-fronted hotel in course of erection; the post-office, constructed of blue granite, and several other elegant structures. The wharfage is extensive and commodious. The Montreal Ocean Steamship Company's vessels, as well as others bound in a northerly and southerly direction, are easily found, during the winter, at their respective wharves. The Grand Trunk Railway Depot stands convenient for the reception and transportation both of passengers and freight to Upper and Lower Canada, while another line of railroad carries the traffic southwards to Boston and New York. Wharves have already been appropriated to the "Leviathan," or, as it has been lately designated, the "Great Eastern," which is expected to sail between some port in England and Portland, and the arrival of which will undoubtedly constitute an epoch in commercial enterprise. The population of Portland has nearly doubled itself within the last thirty years; consequently, the number of deaths, which was only 1 in 70 fifteen years ago, has increased to 1 in 44—a fact which is generally attributed to the great influx of foreigners since the establishment of the Grand Trunk Railway; for the site of a town more conducive to the health of its inhabitants could scarcely be found within the limits of the American Continent, in evidence of which, we must not omit to add that it forms most suitable sea-bathing quarters (access to which may be had at a reduction of fare by the G. T. R.) in summer, to Americans as well as Canadians, who can extend their trip with the greatest facility to Lake Champlain, the White Mountains, etc. Population 28,000. Fare to Boston, $2.50 (10*s.* stg.); to Montreal, $6 (24*s.* stg.).

## CITY OF DETROIT, (MICHIGAN.)

[Distant from Quebec, 724; New York, 680; Suspension Bridge, 229; Milwaukee, 232; Chicago, 284 miles.]

"Detroit, a flourishing city and port of entry of the State of Michigan, and seat of justice of Wayne County, on Detroit River, 18 miles above the head of Lake Erie. It is beautifully situated on the W. bank of the river, which is here about half a mile wide, and forms one of the finest harbours in the United States. The part of the city contiguous to the river is built on a rectangular plan, extending 1200 feet back from the shore; the space beyond this is divided into triangular sections by a number of avenues, which converge to an open area called the Grand Circus. These avenues vary in width from 120 to 200 feet. The principal buildings and public offices are situated on Jefferson and Woodward avenues. The city is adorned with several public squares, one of which is named the Campus Martius. Jefferson avenue, one of the finest streets in the city, is well paved, with brick and stone sidewalks. Woodward avenue, crossing the first at right angles, is the principal business street. Congress street is also distinguished for its fine appearance. Among the remarkable edifices may be mentioned the old State House, a commodious brick building, 90 feet by 60, with a dome and steeple 140 feet high, which commands an extensive view, embracing the city with its environs, Lake St. Clair and the Canadian shore; the City Hall, which is a brick building 100 feet by 50, and the Bank of Michigan, a substantial structure of stone, in the Grecian style, which cost about $40,000. Detroit has a well-organized system of public schools. It contains 23 churches, 4 banks, a museum, theatre, and two orphan asylums. The railroad company have a large brick freight house, about 600 feet long by 100 feet wide. Ten or eleven newspapers are published in Detroit, three of them daily, and the others tri-weekly, or weekly. The city is lighted with gas, and also supplied with water of the purest quality from Detroit River.

"Detroit is admirably situated for commerce, and its importance is greatly enhanced by its intimate and extensive relations with a region towards which a prodigious tide of emigration is flowing. By its position on the great chain of lakes, and by means of the connecting rivers and canals, it has a ready communication with the principal centres of trade.

"The manufactures of the city are extensive and important, consisting of steam-engines and various other kinds of machinery, mill-irons, stoves, ploughs, cabinet ware, &c. Brewing and tanning are also carried on to a considerable extent. At the different steam saw mills here in operation, about 10,000,000 feet of lumber are annually turned out.

"The trade of Detroit is immense. Population about 60,000."

## CITY OF CHICAGO, (ILLINOIS.)

[Distant from St. Paul, 468; New York, 955; Montreal, 839; Milwaukee, 85 miles.]

Previous to 1831, this great commercial emporium of the north-west, was a mere trading post amidst the wigwams of the Indians, since which time it has reached a population of upwards of 130,000, having doubled itself every 4 years. The city is situated on the south-western side of Lake Michigan, and is intersected into 3 divisions, by the River Chicago, up which trading vessels ascend for nearly 5 miles.

To its central position, with the most extensive means of communication by land and water—having been continued all the way to Liverpool, (Eng.,) without transhipment, via the Welland Canal and River St. Lawrence—may be attributed one great cause for its rapid rise and progress.

The ground on which the city stands is an extremely level plain, sufficiently elevated to prevent inundation, and extending many miles towards the south and west. The adjacent country consists of beautiful and fertile prairies, interspersed with groves, and diversified by gentle slopes. From a recent published account of this city we quote:—

"The city is laid out in rectangular blocks, with streets extending nearly north and south, and east and west. The shore of the lake, and the northern parts of the city, are occupied with the finest residences, but the principal business is transacted on the south side of the river, the banks of the south branch being lined with docks and large warehouses. Many of the streets are paved with planks and lighted with gas. Michigan avenue, which is, perhaps, the most beautiful street in the city, extends along the shore of the lake, and is bordered with shade-trees. Next to, and parallel with this, is Wabash avenue, adorned with double rows of trees.

"The most remarkable public buildings are the new Court House, the Merchants' Exchange, the Marine Hospital, the Medical College, and the Second Presbyterian Church. The Court House is a splendid edifice of Lockport limestone, having a prison on the first floor, the county offices on the second, and a court room and town hall on the third, with a cupola and roof of galvanized iron. The Marine Hospital is a spacious and handsome building, of Milwaukee brick. The Second Presbyterian Church, at the corner of Wabash and Washington streets, in the Gothic style, with a steeple about 200 feet high, is perhaps the most beautiful edifice of its class west of New York. It is built of a kind of pitchy stone, in which black and white are mingled, and presents a singular and striking appearance. Chicago contains several banks, and about 30 printing offices, from which numerous daily and weekly journals are issued. The public schools are well organized, and are accommodated with excellent buildings."

Regarding the population and valuation of property in the city, during the last 5 years, we annex the following table:—

POPULATION AND VALUATION OF CHICAGO.

| Years. | | Real Estate, Valuation of. | Personal Property, Valuation of. | Total. |
|---|---|---|---|---|
| 1853 | 60,652 | 13,130,677 | 3,711,154 | 16,841,831 |
| 1854 | 65,872 | 18,790,744 | 5,401,495 | 24,394,239 |
| 1855 | 83,509 | 21,901,204 | 5,521,000 | 27,422,204 |
| 1856 | 110,000 | 25,771,181 | 5,717,959 | 31,489,140 |
| 1857 | 130,000 | 29,013,196 | 7,243,053 | 36,256,249 |

To quote from a writer on the commercial progress of Chicago:—

"The influence of railroads upon the development of business, has been direct and important. The amount of money expended in Illinois, and the neighbouring States, has been about $180,000,000, the disbursement of which has aided in settling, stocking, and working a vast extent of country, the products of which are carried over these roads, more or less directly, to Chicago.

"There has been put in operation 1,500 miles of roads, which have extended the area of country that pours its wealth into Chicago. The projected connections of these roads extend over four thousand miles more, making 8,000, and their ultimate ramifications em-

brace every section of the Union. Every extension of railroads forms a centre, embracing the breadth of land which feeds that centre, as the square of the distance. . . . . From every point of the compass these lengthening roads run from Chicago over the most fertile country. It is therefore not to be wondered at that Chicago is the greatest grain depot in the world."

In the year 1838, only 78 bushels of wheat was exported from Chicago. The following table will give some idea of its extent during the last 5 years:—

SHIPMENTS OF GRAIN FROM CHICAGO FOR FIVE YEARS.

| Years. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Barley, bushels. | Rye, bushels. | Total, bushels. |
|---|---|---|---|---|---|---|
| 1853 .... | 1,680,998 | 2,780,253 | 1,748,493 | 120,275 | 82,162 | 6,412,181 |
| 1854 .... | 2,644,860 | 6,837,899 | 3,239,987 | 148,421 | 41,153 | 12,932,320 |
| 1855 .... | 7,115,270 | 7,517,678 | 1,888,533 | 92,032 | 20,132 | 16,633,700 |
| 1856 .... | 9,419,365 | 11,129,668 | 1,014,547 | 19,051 | 590 | 21,583,221 |
| 1857 .... | 10,783,292 | 6,814,615 | 416,778 | 17,993 | .... | 18,032,678 |

Regarding the prices of grain and flour for the same periods, we find them to be as follows:—

AVERAGE PRICES OF GRAIN AND FLOUR.

| Years. | Winter Wheat, Per Bushel. | Spring Wheat, Per Bushel. | Flour per Barrel. | Corn, Per Bushel. | Oats, Per Bushel. |
|---|---|---|---|---|---|
| 1853..... | 0 85 | 0 60 | 3 75 *a* 5 25 | 0 47 | 0 33 |
| 1854..... | 1 30½ | 1 09 | 6 98 *a* 7 48 | 0 48½ | 0 30 |
| 1855..... | 1 55 | 1 31 | 7 12½ *a* 8 14½ | 0 62 | 0 33½ |
| 1856..... | 1 27½ | 1 05½ | 4 91 *a* 6 26 | 0 36 | 0 28½ |
| 1857..... | 1 17½ | 0 93 | 5 05½ | 0 53 | 0 39½ |

"With the year 1857 commenced not only a marked revival in the foreign trade for grain, mostly wheat, but a large expenditure of money, amounting since to $180,000,000 for the construction of those railroads which have drained the surrounding grain country into Chicago, and have also aided its sales. In Chicago, during the last five years ending with 1850, when there were no railroads to bring wheat into the city, wheat averaged 75 cents per bushel. In the last five years it has averaged $1.23 per bushel. Corn has averaged 50 cents, against 33 cents at former periods. The effect of these prices has been the immense increase in the grain supplies, particularly corn. The $180,000,000 which has been spent in the last-named period for the construction of railroads has, to a large extent, become capital in the hands of cultivators who have produced the grain. The value of the wheat and corn brought to market at these two periods was as follows:—

| | Five years to 1851. | | | Five years to 1858. | | |
|---|---|---|---|---|---|---|
| | Bushels. | Price. | Value. | Bushels. | Price. | Value. |
| Wheat..... | 9,703,611 | 75 | $7,278,709 | 31,643,785 | $1 23 | $39,554,731 |
| Corn..... | 1,524,936 | 33 | 508,212 | 35,080,113 | 50 | 17,540,056 |
| Total.....11,228,247 | | .. | $7,786,921 | 67,723,898 | .. | $57,094,787 |

"Thus the value of these two grains alone, received at Chicago, has been equal to an increase of nearly $50,000,000, or $10,000,000 per annum. This trade has been developed during the season of high prices abroad, and while the railroads have not operated fully. The corn has been received one-half by the canal, and the remainder by the railroads The wheat has come to hand nearly altogether by railroads. The teams in the last year brought in about 200,000 bushels, and the canal 880,000 bushels, together 10 per cent. of the whole.

"It is obvious that the business of Chicago has been based on a solid foundation; that the natural products of an area of at least 200 miles diameter, intersected at every point by railroads, has been drawn into her warehouses, and the fast-settling country has required merchandise in return. The operations for a moment has encountered a check, but cannot be lasting. Prices of grain may decline for the moment, but the general trade cannot but increase. The whole machinery is now in operation. If railroad expen-

diture is less, the attractions of the land are greater, and vast tracts still invite settlers to add to the future resources of Chicago.

"At this moment, the machinery of production and transportation, in and around Chicago, indicates that it is just now entering upon its career. The prices for grain for the moment are dull, owing to good harvests abroad, but the Western country can now sell and deliver cheaper than ever. The railroad expenditure is to be run down for the present; but it follows that the local demand for food is also less in proportion; that while the whole industry of the section is turned to production, it depends upon the foreign market only for the sale of its surplus. The earnings of the railroads indicate the immense development of business they have occasioned."

The number of vessels which arrived at Chicago during 1857 was 7,557, with a tonnage of 1,753,413.

"Chicago, as a lumber market, has for many years stood pre-eminent. Its rise and progress is only equalled by the rapid development of the city as a centre of the territory west of the great lakes; and, in importance, this branch of its commerce is second perhaps to no other. The river banks are lined for miles and miles with the immense piles of lumber which is shipped to Chicago from the pineries of Michigan, Wisconsin, and Canada, and it is perhaps the best criterion that could be adopted to comprehend the magnitude of the trade. The capital invested in the lumber business is immense. Not to speak of the property owned by merchants in mills and woodlands, the wealth which is invested in stock, in docks, and in real estate in that city, cannot be less than ten or a dozen million dollars. The fleet of lumber vessels alone did not cost less than a million and a half of dollars; and the number of hands employed in the business, one way and another, cannot fall short of ten thousand.

"With these leading features of the large commerce which is carried on in Chicago, in receiving the produce of the fast-settling prairies, and supplying them with lumber and goods, a large manufacturing business has grown up in the city. The capital and hands employed are as follows:—

MANUFACTURES OF CHICAGO.

| | Capital. | Hands. | Value of Manufactures. |
|---|---|---|---|
| Iron works, steam-engines, &c | $1,763,900 | 2,866 | $3,887,084 |
| Stoves | 185,000 | 70 | 238,000 |
| Agricultural implements | 597,000 | 575 | 1,134,300 |
| Brass and tin ware, &c | 257,000 | 351 | 471,000 |
| Carriages, wagons, &c | 306,000 | 881 | 948,160 |
| High wines, beer, ale, &c | 497,000 | 165 | 1,150,320 |
| Soap, candles, lard, &c | 296,000 | 100 | 528,021 |
| Furniture | 354,000 | 504 | 543,000 |
| Stone, marble, &c | 617,950 | 843 | 896,775 |
| Planing mills, sashes, doors, &c | 445,000 | 554 | 1,092,397 |
| Musical instruments | 13,200 | 31 | 37,000 |
| Leather | 332,000 | 126 | 432,000 |
| Barrels, wooden ware, &c | 178,700 | 171 | 357,250 |
| Brick | 300,000 | 500 | 712,000 |
| Flour | 325,000 | 73 | 636,569 |
| Chemicals | 15,000 | 15 | 32,000 |
| Harness, saddles, &c | 82,900 | 220 | 271,000 |
| Sheet and bar lead | 25,000 | 75 | 100,000 |
| Glue and neat's-foot oil | 20,000 | 15 | 25,000 |
| Starch (estimated) | 15,000 | 25 | 75,000 |
| Daguerreotypes, ambrotypes | 75,000 | 75 | 100,000 |
| Engraving, &c | 11,000 | 30 | 29,500 |
| Cigars | 8,000 | 26 | 16,800 |
| White lead | 50,000 | 10 | 7,200 |
| Types, &c | .... | 20 | ... |
| Boots, shoes, clothing, & other manuf's, est. | 500,000 | 1,750 | 750,000 |
| Miscellaneous (reported) | 439,700 | 502 | 1,044,697 |
| Total | $7,759,400 | 10,573 | $15,515,063 |
| | £1,551,880 stg. | | £3,103,012 stg. |

## CITY OF MILWAUKEE, (WISCONSIN.)

[Distant from Montreal, 787; New York, 1040; Chicago, 85; St. Paul, 431 miles.]

"Milwaukee, the largest and most important city in the State, and, after Chicago, the most flourishing on the lakes, is situated on the west shore of Lake Michigan, and on both sides of Milwaukee River. It is pleasantly located, partly on the flats bordering the river, and on the bluffs rising abruptly from the lake to the height of some 100 feet. The river, running nearly parallel to the lake in a southerly direction, is navigable for the largest steamboats over two miles from its mouth.

"As the commercial capital of Wisconsin, its situation demands particular attention. The laws which govern trade and travel are, by the improvements and spirit of the age, reduced to two:—1st. The shortest route to market; 2d. The *quickest and cheapest* mode of transportation. The products of the Northwest seek a market upon the Atlantic coast. Heretofore, New York and Boston have monopolized the trade of this region. They will always retain a large share of it; but the recent improvements in the Canadas, and those projected, are rapidly diverting trade to the valley of the St. Lawrence. Business relations are being established between the cities of Quebec, Montreal, Toronto, and Hamilton, on the one hand, and the Western Lake ports on the other. As regards New York and Boston, Milwaukee holds the most favourable position of any port on the western shore of Lake Michigan. Taking Buffalo as a common point on all the lines of trade between these ports and those markets, it will be seen: 1st. That Milwaukee, by water communication, has the advantage for time and distance over any place at the south. 2d. For the most direct route to Buffalo, either by land or water carriage, Milwaukee (so soon as the direct communication by the Detroit and Milwaukee Railroad is opened) presents the most natural centre for all the trade and travel between the Northwest and the East.

"As the general direction of Northwestern trade and travel is coincident with the parallels of latitude instead of those of longitude, and as Milwaukee is in the same degree as the great Eastern markets, it can be easily seen that all the contemplated and progressing improvements must make it the natural centre or most available common point in the Northwest, whether by the semi-inland route, through Michigan and Canada, or around the Lakes. The advantages of this position will be very strongly developed, so soon as the direct route east, via Grand Haven and Detroit or Port Huron, is opened, and our system of railroads to the Mississippi completed. Its business radius will then extend from below Savanna, Ill., in the Mississippi valley, to the extreme Northwest, sweeping in the trade of Northwestern Illinois, Iowa, and Nebraska, in addition to that of our own State.

"The harbour of Milwaukee is one of the best on the Great Lakes. The river widens at its mouth into a semi-circular bay, 6 2-33 miles from point to point, and 2 1-32 miles across. At the point of approach to the lake, an artificial channel is in progress of construction.

"This new harbour entrance is 260 feet in width, and will soon be excavated to a sufficient depth to accommodate the heaviest tonnage of the Lakes, and, when completed, will make it the most accessible and capacious on Lake Michigan. The facilities presented by the old harbour—in improving which the United States expended, in 1844–5, $50,000—will still be preserved. For over five-eighths of a mile between these two entrances, the river is both wide and deep. Nothing but the grossest and most ruinous neglect, on the part of the city and of the United States Government, will ever permit this old harbour to fill up or become useless.

"Milwaukee contains 7 public schools—and for educational purposes, spent about $15,000 last year; in addition to which it has a University and Female College in successful operation.

"Built upon the high bluffs of Lake Michigan, and the picturesque slopes of the Milwaukee River, this city is unrivalled in beauty of location by any other in the Northwest. It is a rare circumstance to hear of a person of delicate health leaving it on account of

CITY OF MILWAUKEE, WISCONSIN.

difficulty of acclimation. On the other hand, instances are numerous of people coming here with tendency to diseases of various kinds, who have, after a few years' residence, entirely recovered. In summer it is not subject to the excessively hot and sultry weather of low towns, and in winter there is not the same intensity of cold—the lake being colder than the atmosphere in summer and warmer in winter.

"The population in 1853 was 25,000; 1855, 32,000; and in 1857, 45,000.

"During the year 1857, buildings to the value of $500,000, (£100,000, stg.,) were erected.

"Milwaukee is celebrated for the manufacture of a peculiar kind of brick, of a delicate cream or straw colour, agreeable to the eye, and unaffected by the action of the elements. The appearance of the houses, chiefly built of this material, is very striking, and to a stranger visiting the place for the first time, presents an admirable and remarkable sight. Few cities in the country (if, indeed, there are any) have the materials for building more at hand, or of finer quality, than this. Not only quarries of beautiful, light-coloured stone, within the limits of the city, and adjacent to the railroads, but also lime in abundance for home consumption and exportation.

"As to lumber, the pineries of the north supply the city with 100,000,000 feet annually.

"From the same authority we find it stated that the receipts and exports at this place, the present season, exceed those of Chicago, and there is no reason to show why they may not for the future.

"Milwaukee is one of the largest grain-markets in the world. Probably nine-tenths of the surplus wheat (the staple) of the State, is shipped from her port. So high has Wisconsin wheat stood at the Eastern and European markets, that its merchants have been able to sell it for eight to ten cents per bushel above the prices for Illinois and more southern States. This fact has turned the attention of farmers to raising it, to the exclusion of other grains; and, while the wheat crop, since 1850, has increased at the ratio of fifty per cent. per annum, the crops of rye, oats, barley, and corn, have remained stationary, or advanced only with the home demand."

The number of arrivals and departures of vessels during the year 1857 were 4,720, with an aggregate tonnage of 2,009,826. The tonnage of Milwaukee in 1856, was 21,497.50.

The manufactures of Milwaukee, are, comparatively speaking, in their infancy—although it shows signs of great extension in several departments.

In 1856, there were 26 breweries in operation, brewing chiefly lager beer—to supply the German population in the city and country. Of the 75,000 barrels manufactured, about 30,000 were sent out of the city.

In the manufacture of its celebrated bricks, fully 300 are employed regularly.

Flour mills, beef-packing establishments, boot and shoe making, clothing and ship-building, make up, for the most, the list of manufactures at present.

"Milwaukee is connected by railroads with every section of the Union. The Milwaukee and Mississippi, the Milwaukee and Watertown, east and west, connecting the lakes and the Mississippi River. The La Crosse and Milwaukee, and the Chicago, St. Paul, and Fond du Lac Railroads, each connecting her with Lake Superior. The railroad from Green Bay, through Milwaukee, to Chicago, commonly called the (Michigan) Lake Shore Road, is to her what the Hudson River railway is to Troy and Albany, in the State of New York."

The foregoing notice of Milwaukee is copied, for the most part, from "Wisconsin as it is," by F. Gerhard.

MADISON, CAPITAL OF WISCONSIN.

## MADISON.—CAPITAL OF WISCONSIN.

"Madison, the capital of Wisconsin, and seat of justice of Dane, the largest and most productive county in the State, is situated on a rising ground, between two lovely lakes, and is the most magnificent site of any inland town in the United States. On the north-west is Lake Mendota, nine miles long and six wide; on the east Monona, five miles long and three wide. The city is celebrated for the beauty, health, and pleasantness of its location; commanding, as it does, a view of nearly every characteristic of country peculiar to the West—the prairie, oak opening, mound, lake and woodland. The surface of the ground is somewhat uneven, but in no place too abrupt for building purposes. The space between these lakes is a mile in width, rising gently as it leaves their banks to an altitude of about seventy feet, and is then alternately depressed and elevated, making the site of the city a series of gently undulating swells. On the most elevated ground is the State House, in the centre of one of Nature's Parks of fifteen acres, overlooking the 'Four Lakes' and the surrounding city. From this the streets diverge in every direction, with a gradual descent on all sides.

"To the west, about a mile distant, is the State University, in the midst of a park of 40 acres, crowning a beautiful eminence. On the south side of Lake Monona is a spacious Water-Cure establishment, surrounded by an extensive grove, and presenting a very striking appearance on approaching the city. Around Madison, in every direction, is a well-cultivated, undulating country, which is fast being occupied by pleasant homes."

Bayard Taylor, in an account of a visit to the west, thus writes, regarding Madison:—

"For natural beauty of situation, Madison *surpasses* any Western town I have seen. It is built on a narrow isthmus, between the Third and Fourth Lakes. On the summit of a mound stands the State House, in the centre of a handsome square of fourteen acres, from which broad, smooth streets diverge, with a gradual descent on all sides. To the west, and about a mile distant, stands the University, on the summit of a hill, or mound, of about equal height. The Madisonians count *seven* hills, but I could not make them all out distinctly, nor do I think it necessary to the beauty of the place that it should have a forced resemblance to Rome. In one respect it is equal—in a soft, beautiful, cream-coloured stone, which furnishes the noblest building material. Many of the business blocks and private houses display architectural taste."

The real estate and personal property is estimated at $8,000,000.

"There are twenty-five wagon-roads, seventeen different mail stage routes, diverging in every direction from Madison. Over seven hundred loaded teams have arrived here in a single day, bringing from ten to fifteen thousand bushels of wheat to market, with large quantities of other produce. Nearly 700,000 bushels of wheat alone were marketed here in a single year.

"It is, pre-eminently, the great railroad centre of Wisconsin, and enjoys, in an enviable degree, all those peculiarly favourable advantages. Four great lines diverge here: the Milwaukee and Mississippi; the Milwaukee, Watertown, and Madison; East and West, connecting the lakes with the Mississippi River; and the La Crosse and Land-Grand Roads, running from Madison to Lake St. Croix and the City of Superior, at the head of the lake.

"The system connects with the Chicago, Fond du Lac, and Superior Road, on the east and north, and the Beloit and Madison Road on the south.

"An abundant supply of building-material is found here. The most beautiful stone, easily quarried and cut, abounds in its immediate vicinity. Bricks may be had to an unlimited extent, and timber of all kinds can be commanded whenever needed for use."

In the public libraries of Madison, there are 18,000 volumes.

A sum of $400,000 was estimated to be expended on public buildings last year. At present it possesses a university endowed with an income of $30,000, besides fully organized colleges, schools, and literary institutions.

Population about 13,000.

## ILLINOIS.

Illinois, one of the Western United States, is bounded on the N. by Wisconsin; E. by Lake Michigan and Indiana, from the last of which it is partly separated by the Wabash River; S. by the Ohio River, which separates it from Kentucky; and S. W. and W. by Missouri and Iowa, from which it is separated by the Mississippi River. It lies between 37° and 42° 30′ N. lat., and between 87° 30′ and 91° 40′ W. lon., being about 380 miles in extreme length from N. to S., and about 200 in its greatest, and about 140 miles in its average breadth, including 55,405 square miles, or 35,459,200 acres, of which only 5,175,173 acres were improved in 1850, showing an immense capacity for increase of population in this exuberantly fertile State, which has scarcely any soil uncultivable.

Population.—There were in Illinois 12,282 inhabitants in 1810; 55,211 in 1820; 157,445 in 1830; 476,183 in 1840, and 851,470 in 1850, of whom 445,644 were white males, 400,460 females; 2756 colored males, and 2610 females.

Cities and Towns.—Illinois has a number of thriving towns, and so rapidly do they increase, that the census of 1850 will be in many cases far below the truth; but, for want of other reliable information, we must adhere to it. Chicago is the largest city, population 130,000; Quincy, 6901; Galena, 6004; Peoria, 5562; Springfield, 4533, and Alton, 3875; besides Peru, Rock Island, Bridge Prairie, Waukegan, Belleville, Jacksonville, Joliet, Elgin, St. Charles, and many other flourishing villages.

Face of the Country.—Illinois is generally a table-land, elevated from 350 to 800 feet above the level of the Gulf of Mexico, with a general inclination from N. to S., as indicated by the course of the rivers. This state, generally speaking, may be characterized as level, though there are elevated bluffs on the Illinois River, and still higher ones on the Mississippi. There is a small tract of hilly country in the S., and in the N. W. is a good deal of broken land. Many of the prairies are quite small, but others are very large; among the latter is Grand Prairie, extending from Jackson County, in a N. E. direction, to Iroquois County, and varying in width from 1 to 12 miles, and even more. This is probably the highest land between the Mississippi and the Wabash. The prairie is everywhere skirted with wood, and on its border is a circle of settlements, which have been here located on account of the timber. The prairies are interspersed with groups of trees, but the timber is generally sparse on them, which, however, seems not to arise from any thing unfavourable in the soil, but from the annual burning of the prairie grass; for where this is prevented, a forest of young trees speedily springs up, and farmers are thus enabled to proceed inward with settlements, as it were, tier after tier. The prairies are not generally flat, but gracefully undulating, and profusely decked with the greatest variety of beautiful wild flowers of every hue, which ravish the beholder with delight.

Minerals.—Illinois has within her limits a large portion of the great lead region, which she shares with Iowa and Wisconsin. Galena, in the N. W. part of the state, is almost wholly supported by trade in this mineral. Bituminous coal occurs in almost every county, and may be often obtained without excavation. Vast beds are found in the bluffs adjacent to the American Bottom. Copper abounds in the N. part on Plum Creek, and on the Peckatonica River. It has also been found in Jackson and Monroe Counties. Iron is found in the southern part, and is said to be abundant in the north. Lime, zinc, some silver, marble of a fine quality, freestone, gypsum, and quartz crystals are the other minerals. There are salt springs in Gallatin, Jackson, and Vermilion Counties, leased by the State. Medicinal springs, chiefly sulphur and chalybeate, are found in various parts, and one especially, in Jefferson County, is much resorted to. In the southern part of the State is one strongly impregnated with Epsom salts. Others of medicinal properties are found between Ottawa and Peru.

Though Illinois presents but few bold or very striking features to the view of the traveller, she is not without her objects of interest to the lover of nature.

Climate, Soil, and Productions.—Illinois, extending through more than 5° of longitude,

has considerable variety of climate. Though somewhat milder than the Atlantic States in the same parallels of latitude, there is great irregularity in the seasons. Generally there will not fall six inches of snow at one time, which does not lie more than a few days, but at distant intervals the rivers are frozen for two or three months, and the snow lies for as long a period. The summers are hot, but mitigated by the fresh breezes from the prairies. During 15 years, peach-trees blossomed from March 25th to April 20th, and apple-trees from April 1st to May 3d. In the same period the earliest frost was September 17th, but sometimes there is none till near the end of October. The southern part, of course, has a milder climate than the northern. Cattle often are unhoused during the whole winter.

In agricultural capabilities Illinois is unsurpassed, if equalled, by any state in the American confederacy. In some of her river bottoms the soil is 25 feet deep, and the upland prairies are but little inferior in fertility. The Great American Bottom, lying on the Mississippi, between the mouths of the Kaskaskia and the Missouri Rivers, is of exceeding fertility, and has been cultivated for 100 years without apparent deterioration. This bottom is about 80 miles in length, covering an area of 288,000 acres. On the river side is a strip of heavy timber, with dense underwood, which extends for 2 or 3 miles. The rest is mostly prairie to the eastern limit, which is terminated by a chain of sandy or rocky bluffs from 50 to 200 feet high. This fine region is, however, not healthy, though probably capable of being made so by drainage. The Rock River country is another highly fertile district on the Rock River and its branches. Of the same character are the regions about the Sangamon, Kaskaskia, and other rivers. Other regions of Illinois are fertile; but those mentioned pre-eminently so, producing not unfrequently 40 bushels of wheat and 100 of Indian corn to the acre. This is especially true of the narrow river bottoms immediately adjacent to their banks. The prairies of this State are peculiarly favourable to the raising of stock and the productions of the dairy. Illinois stands third in the absolute amount of Indian corn raised in the states of the Union; but, first, if we regard population and the number of acres under cultivation. The other agricultural staples are wheat, oats, Irish potatoes, hay, butter, and cheese. Besides these, large quantities of rye, wool, beans, peas, barley, buckwheat, fruits, garden vegetables, and some tobacco, sweet potatoes, wine, grass-seeds, hops, hemp, flax, silk, maple sugar, and molasses, beeswax and honey, and the castor bean are produced. Of indigenous fruits there are a variety of berries, plums, grapes, crabapples, wild cherries, persimmons, and the papaw (a sweet pulpy fruit, somewhat like the banana.) Of orchard fruits, the apple and peach flourish best, but pears and quinces are cultivated with facility. Of nuts, the shellbark or hickory, walnut, butternut, a white walnut, and pecan, abound.

Forest Trees.—Illinois would not be wanting in timber if it were more equally diffused. The occupation of the country will, however, remedy this deficiency (even in parts where there is now a scarcity) by protecting the young trees from the ravages of the prairie fires. The bottom lands have a rich growth of black and white walnut, ash, hackberry, elm, sugar-maple, honey-locust, buckeye, catalpa, sycamore, (of a size unknown in the Atlantic States,) cottonwood, pecan, hickory, and oak of various species; and of underwood, redbud, papaw, grape-vine, eglantine, dogwood, spicebush, hazel, green-brier, etc. On the Uplands are post-oak (very valuable for fencing) and other species of oak, blackjack, (useless except for fuel,) hickory, black and white walnut, linn or basswood, cherry, etc. The white and yellow poplar are found in the southern part of the State, and the cypress on the Ohio bottoms.

Commerce.—Illinois is most favourably situated for internal commerce, being able to communicate with the western, southern, and central parts of the Mississippi valley, by means of the Mississippi, Missouri, and Ohio Rivers, and with the Northern and Eastern States by way of the great lakes.

Education.—On the formation of the State, one section in each township was appropriated for the support of schools, and afterwards an additional income of 3 per cent. on the actual proceeds from the sale of public lands within the limit of the State. One-sixth of these proceeds is appropriated to colleges.

## IOWA.

Iowa, a recently-formed State, west of the Mississippi, is bounded north by Minnesota Territory, east by the Mississippi, which separates it from the States of Wisconsin and Illinois, south by Missouri, and west by the Indian Territory and Minnesota, from the former of which it is separated by the Missouri, and from the latter by the Great Sioux River. It lies (with the exception of a small projection in the south-east, between the Des Moines and Mississippi Rivers) between 40° 30′ and 43° 30′ north latitude, and between 90° and 97° west longitude, being about 300 miles in extreme length from east to west, and about 208 in breadth, including an area of 50,914 square miles, or 32,584,960 acres, of which only 824,682 were improved in 1850.

Population.—Iowa had 43,112 inhabitants in 1840, and 192,214 in 1850, of whom 100,885 were white males, 90,994 white females, 168 coloured males, and 167 coloured females. By a State census in 1852, the population was 230,000.

Cities and Towns.—At the census of 1850, Burlington was the largest town in the State; population, 4081. Dubuque, Keokuk, Muscatine, and Davenport have populations varying from 2000 to 5000. Iowa City had a population of 1250.

Face of the Country.—The surface of Iowa is generally composed of rolling prairies, having nothing within its limits which approaches a mountain in elevation. The highest ground in the State is a plateau in the north-west, called "Coteau des Prairies," which enters the State from Minnesota. A small portion in the north-east, on the Mississippi, is rugged and rocky, and Table Mound, a conical elevation with a flat summit, 3 or 4 miles from Dubuque, is, perhaps, 500 feet high. The State, however, may be generally described as a rolling prairie, crossed by rivers whose banks are skirted with wood. There are said to be some swamps in the north-west portion of the State. The prairies, though sometimes 20 miles across, are rarely more than 5 or 10.

Minerals.—Iowa is rich in mineral resources. A portion of the great lead region of Illinois and Wisconsin extends into this State. The ore is abundant, but lies deeper than on the east side of the river. Lead mines have been opened in Dubuque and Clayton Counties. Zinc and copper are also found in the same localities, and in connection with the lead. The great bituminous coal-field of Iowa and Missouri has an extent of near 200 miles from east to west, and 140 from north to south, within the former State, and occupying most of the central and southern portions. Copper has been recently discovered in Cedar County in considerable quantities.

Objects of Interest to Tourists.—The principal claim of this new, and as yet scarcely explored State, on the attention of travellers, must chiefly rest upon the beauty of its undulating prairies, or its picturesque landscapes. There are, however, a few objects which may be classed among natural curiosities, of which the following are the most prominent. Numerous sinks or circular depressions in the surface of the ground, from 10 to 20 feet across, are found in different places, and particularly on Turkey River, in the north part of the State. Small mounds, from 3 to 6 feet high, and sometimes 10 or 12 in a row, are found on the same stream, within 10 or 15 miles of its mouth. A cave, several rods in extent, exists in Jackson County, from which flows a stream large enough to turn a mill. The Upper Iowa and Makoqueta Rivers have worn their channels through magnesian limestone rocks, leaving, on their southern banks, cliffs worn by the rain, frost, and winds into resemblances of castles, forts, etc.

Climate, Soil, and Productions.—The peach-tree blossoms in April, fall wheat ripens in July, spring wheat in August, and Indian corn in October. The rivers are frozen over from 2 to 3 months on an average each winter. The soil of Iowa is generally excellent, and of easy cultivation, with prairie and woodland intermingled. The valleys of the Red Cedar, Iowa, and Des Moines (we quote Owen's Geological Report), as high as lat. 42° or 42° 31′, presents a body of arable land, which, taken as a whole, for richness in organic elements, for amount of saline matter, and due admixture of earthy silicates, affords a com-

bination that belongs only to the most fertile upland plains. After passing lat. 42° 30′ north, near the confines of the Coteau des Prairies, a desolate, knobby country commences, the highlands being covered with gravel, and supporting a scanty vegetation, while the low grounds are either wet or marshy, or filled with numerous ponds or lakes, and where the eye roves in vain in search of timber. North of 41° 30′, and between the head waters of the Grand, Nodaway, and Nishnabotona Rivers, the soil is inferior in quality to that south of the same parallel. The staples of this State are Indian corn, wheat, and live stock, besides considerable quantities of oats, rye, buckwheat, barley, Irish potatoes, butter, cheese, hay, wool, maple sugar, beeswax, and honey; and some rice, tobacco, beans, peas, sweet potatoes, orchard fruits, wine, grass seeds, hops, flax, and silk are produced.

Forest Trees, Fruit, etc.—Iowa is, in many places, destitute of timber; along the rivers, however, it is well wooded, except near their sources. On the intervals between the rivers there are often prairies of from 15 to 20 miles, without so much as a bush higher than the wild indigo and compass plant. The greatest scarcity of trees is north of 42°. Ash, elm, sugar, and white maple grow in alluvion belts of from one-fourth to one mile in width, on the river banks. The other forest trees are poplar, various species of oak, black and white walnut, hickory, locust, ironwood, cottonwood, lime or basswood, and some pine in the northern parts of the State. Oak constitutes the larger part of the timber of the State. The peach grows too luxuriantly, and blooms too soon to admit of its being cultivated to advantage. The grape, gooseberry, and wild plum are indigenous.

Manufactures.—As a newly-settled State, Iowa can, of course, have made as yet but little progress in manufactures; though she has within her limits two important elements of manufacturing industry, viz., abundance of coal and water-power.

Commerce.—Iowa has no foreign trade, but is very favourably located for internal traffic, washed as it is by the Missouri on the west, the Mississippi on the east, and its interior traversed by the Des Moines, Iowa, Cedar, and other rivers. The principal articles of export are grain, flour, lead, and pork.

Education.—All lands granted by Congress, all escheated estates, and whatever percentage Congress may allow on the public lands sold within the State, are to constitute a fund, the interest of which, and the rent of unsold lands, together with military and court fines, are to form an appropriation for the support of public schools in Iowa.

## WISCONSIN.

Wisconsin, one of the recently-settled states of the American confederacy, is bounded on the N. by Minnesota, Lake Superior, and the northern peninsula of Michigan, (from which it is separated in part by the Menomonee and Montreal rivers,) on the E. by Lake Michigan, S. by Illinois, and W. by Iowa and Minnesota Territory, from the former of which it is separated by the Mississippi, and from the latter (in part) by the St. Croix River. It lies between 42° 30′ and 46° 55′ N. lat., (if we exclude some small islands belonging to the State in Lake Superior,) and between 87° and 92° 50′ W. lon., being about 285 miles in extreme length from N. to S., and about 255 in its greatest breadth from E. to W., including an area of about 53,924 square miles, or 34,511,360 acres, of which 1,045,499 were improved in 1850.

Population.—This flourishing scion of the West has had a growth unexampled even in that thriving region, having increased from 30,945 in 1840, to a population of 305,391 in 1850; of whom 164,221 were white males; 140,344 white females; 365 free coloured males; and 216 free coloured females.

Cities and Towns.—Towns are springing up in Wisconsin as if by magic, and a region that but a few years ago was mostly an Indian hunting ground, is now dotted over with them. The principal of these are Milwaukee, population, 20,061; Racine, 5111; Kenosha, 3455; Janesville, 3451; Waukesha, 2313; Platteville, 2197, and Fond du Lac, 2014. Besides these there are Beloit, Madison, Green Bay, Ozaukee, Mineral Point, Oshkosh, Watertown, Sheboygan, and Manitoowoc, having populations of from 2000 to 4000 each.

Face of the Country.—Wisconsin may be described generally as an elevated rolling prairie, from 600 to 1200 feet above the level of the sea. This State has no mountains, properly so called.

Minerals.—Part of the great lead region extending from Illinois and Iowa is included in the S. W. part of Wisconsin, and is no less rich in the quantity and quality of its ore than in the other states where it lies. The lead is here intermingled with copper and zinc in considerable quantities, together with some silver. In Lapointe, Chippewa, St. Croix, and Iowa Counties, copper is found; in Dodge County, and on the Black River and other branches of the Mississippi, good iron ore occurs. The other metallic substances are magnetic iron, iron pyrites, and graphite or plumbago. Facts do not justify any expectation of great deposits of copper in the N. W. part of the State. A great bed of magnetic iron ore lies south of Lake Superior, near Tyler's Fork of the Bad River, in strata of metamorphic slate. In 1850, 569,921 pigs of lead were shipped from Dubuque and Mineral Point; but 778,460 in 1845. Beautiful varieties of marble have been recently discovered, or made known to the public in the N. part of Wisconsin. Others are blue and dove-coloured, beautifully veined. These are susceptible of a fine polish, and some on the Menomonee are within navigable distance from New York.

Objects of Interest to Tourists.—This State abounds in picturesque objects, in waterfalls, rapids, bluffs, and beautiful lakes, with clear water and gravelly bottoms.

Climate—This thriving State, which has surpassed every other, except California, in the unexampled rapidity of its growth, is the theme of almost unmingled praise of the tourist and the emigrant from every part of Europe and America. Its beautiful lakes, rolling prairies, swelling uplands, and "oak openings," (*i. e.* lands covered with a scattered growth of oak,) fertile soil, its fine angling, abundance of game, and healthy climate, tempt thither alike the permanent settler, the sportsman, and the lover of the picturesque. The climate, though severe, and the winters long, is more regular and more free from those frequent and unhealthy changes that prevail farther south. The lakes, too, exert a mitigating influence, the temperature being 6½° higher on the lake than on the Mississippi side. The lake shore is also more moist, but the State generally is drier than in the same parallels farther east. The diseases consequent upon clearing lands are less frequent, it is said, in this than other new states, owing to the open nature of the country in the oak openings.

Soil and Productions.—The country south of the middle is a fine agricultural region. In the mineral district, W. of the Pekatonica, the country is broken, but, what is unusual in mining tracts, generally well adapted to farming, and especially grazing. But probably the best agricultural section is that E. of the Pekatonica, which has more prairie land, though even here is a considerable portion of timbered land on the rivers and streams. The agricultural capabilities of the northern part of the State, around the head waters of the Black and Chippewa Rivers, and the sources of the rivers emptying into Lake Superior, are small, the surface in part being covered with drift and boulders, and partly with ponds and marshes. The agricultural staples of this State are wheat, Indian corn, oats, Irish potatoes, butter, and live stock, besides considerable quantities of rye, wool, beans, peas, barley, buckwheat, maple sugar, beeswax, honey, cheese, and hay, with some sweet potatoes, tobacco, fruits, wine, grass-seeds, hops, flax, and hemp.

Forest Trees.—There are vast forests of pine on the Upper Wisconsin, the Wolf river, and the tributaries of the Mississippi, N. of the Wisconsin. The other forest trees are spruce, tamarac, cedar, oak of different species, birch, aspen, basswood, hickory, elm, ash, hemlock, poplar, sycamore, and sugar-maple. The oak openings already described, form a pleasing feature in the landscapes of Wisconsin.

Manufactures.—The numerous rivers and streams of Wisconsin, with their frequent rapids and falls, afford great facilities for mill sites of every sort, and her forests and iron for ship and steamboat building. Mr. Hunt, in his Gazetteer, estimates the manufacture of pine lumber at 400,000,000 feet, besides which, large quantities of oak and basswood are sawed into scantling, plank, lath, etc. He also gives the number of barrels of flour manu-

factured at 100,000, (independent of kinds of mill stuffs in abundance,) of paper, 300,000 pounds, and of shot, 100,000 pounds annually.

Education.—There were in August, 1852, in the State, 2763 school districts, in which were 1664 school houses, mostly frame or log, and valued at $261,986.32. The capital of the school fund in December, 1852, was $819,200.50. It is expected that ere long the lands appropriated for the support of schools will form a fund of about $3,000,000. Public instruction is under the charge of a State superintendent, receiving $1000 per annum. There have been granted for the support of a State university, 46,080 acres of land. There are also other colleges and academies supported by private subscriptions, which are promising institutions.

History.—Wisconsin was formed into a territory in 1836, and admitted into the Union as an independent State in 1848.

## MICHIGAN.

Michigan, one of the more recently settled of the north-western States, occupies two peninsulas, the southern one lying between Lakes Erie, St. Clair, and Huron on the east, and Lake Michigan on the west; and the northern between Lakes Michigan and Huron on the south, and Lake Superior on the north. The whole is bounded north by Lake Superior, east by the Straits of St. Mary, Lake Huron, St. Clair River and Lake, Detroit River, and Lake Erie (all which separate it from Canada West), on the south by Ohio and Indiana, and on the west by Lakes Michigan and Wisconsin, from the latter of which it is partly separated by the Menomonee and Montreal Rivers. Michigan lies between 41° 40′ and 47° 30′ north latitude (if we exclude Isle Royale, a dependency of this State), and between 82° 12′ and 90° 30′ west longitude. The northern peninsula is about 320 miles in extreme length from south-east to north-west, and 130 in its greatest breadth, and the southern about 283 from north to south, and 210 from east to west, in its greatest width. The joint area of the two peninsulas is 56,243 square miles, or 35,595,520 acres, of which only 1,923,582 were improved in 1850. About two-fifths of the area is included in the northern peninsula.

Population.—Though originally settled by the French, the great bulk of the population is from the New England and Middle States. A large portion of the latter is of New England descent. The number of inhabitants in Michigan, in 1810, was 4762; 8896 in 1820; 31,639 in 1830; 212,267 in 1840; and 397,654 in 1850, of whom 208,471 were white males, 186,626 white females; 1412 coloured males, and 1145 coloured females.

Cities and Towns.—The towns of this State exhibit the same rapid growth which is so wonderful a characteristic of the Western States generally. Detroit, the largest town in the State, had, in 1850, a population of 21,019. The other principal towns are Ann Arbor, population, 4868; Jackson, 4147; Flint, 3304; Grand Rapids, 3147; Ypsilante, 3051; Adrian, 3006; Marshall, 2822; Pontiac, 2820; Monroe City, 2813; Tecumseh, 2679; Kalamazoo, 2507; Coldwater, 2166; and Clinton, 2130. These populations, as in New England, sometimes include the townships.

Face of the Country, Geology, and Minerals.—The southern peninsula of Michigan, so interesting in its agricultural and economical aspects, is rather tame in its topographical features, as there is no considerable elevation (compared with the country immediately around it) within its whole extent, though the ridge which divides the waters flowing into Lakes Huron and Erie from those flowing into Lake Michigan, is 300 feet above the level of the lakes, and about 1000 above the sea. The country, however, may be generally characterized as a vast undulating plain, seldom becoming rough or broken. There are occasional conical elevations of from 150 to 200 feet in height, but generally much less. The shores of Lake Huron are often steep, forming bluffs; while those of Lake Michigan are coasted by shifting sand-hills of from 100 to 200 feet in height. In the southern part are those natural parks, thinly scattered over with trees, called, in the parlance of the country, "oak openings;" and in the south-west are rich prairie lands. The northern peninsula

exhibits a striking contrast, both in soil and surface, to the southern. While the latter is level or moderately undulating, and luxuriantly fertile, the former is picturesque, rugged, and even mountainous, with streams abounding in rapids and water-falls—rich in minerals, but rigourous in climate, and sterile in soil. The Wisconsin or Porcupine Mountains which form the water-shed between Lakes Michigan and Superior, are much nearer the latter than the former, and attain an elevation of about 2000 feet in the north-west portion of the peninsula. The east part of this division of the State is undulating and picturesque, but the central hilly, and composed of table-land. The shores of Lake Superior are composed of a sandstone rock, which, in many places, is worn by the action of the wind and waves into fancied resemblances of castles, etc., forming the celebrated Pictured Rocks; while the shores of Lake Michigan are composed of a limestone rock. The streams on the northern slope of the Porcupine Mountain have a rapid descent, and abound in picturesque falls and rapids. The north peninsula is primitive, and the southern secondary; but primitive rocks are scattered over the plains of the latter of more than 100 tons weight, most abundant on the borders of the great lakes, on the flanks of valleys, and where traces of recent floods are apparent.

Michigan, in its northern peninsula, possesses, probably, the richest copper mines in the world. A block of almost pure copper, weighing some tons, and bearing the arms of the State, rests imbedded in the walls of the National Monument at Washington. The region from which this block was taken lies on the shores of Lake Superior, near the mouth of the Ontonagon River. The same mineral abounds in Isle Royale, near the north shore of Lake Superior. Iron, said to be of a very superior quality, is found in a district about 60 miles south-east of the great copper region, as well as in some other parts of Michigan. The other minerals known to exist in this State, whose mineral resources are very imperfectly developed as yet, are lead, gypsum, peat, limestone, marl, and some coal. An excellent sand for the manufacture of the finer kinds of glass-ware is found on the shores of Lake Michigan, as well as Lake Erie. The copper mines in the northern peninsula are estimated to have produced within the past year (March, 1853) nearly 4000 tons of copper, worth, on the seaboard, $1,500,000. Great activity prevails in the mining region this year; new discoveries are being made, an increased number of hands employed, and additional machinery erected. A mass of copper, weighing 5072 pounds, sent from Michigan, was exhibited at the World's Fair in New York.

Objects of Interest to Tourists.—The Island of Mackinaw, in the straits of the same name, already visited for its picturesque beauty, may, probably, become the future Newport of the north-western States. In addition to its bold shores, rising to a height of nearly 200 feet perpendicularly above the water, and the charm of its picturesque views and cool breezes, it has the accompaniment of fine fishing in its vicinity; and the pleasant excursions to Sault St. Mary, to angle for the far-famed white fish, to tempt the sportsman and epicure to while away a summer vacation in this vicinity. About 60 miles west of the entrance of the Strait St. Marie, are the celebrated "Pictured Rocks," composed of sandstone of various colours, and worn by the action of the wind and waves into resemblances of ruined temples, castles, etc. One peculiarly striking object, called the Doric Rock, is a colonnade of 4 round pillars, of from about 3 to 7 feet in diameter, and 40 feet in height, supporting an entablature 8 feet thick, and 30 feet across. These rocks extend for about 12 miles, and rise about 300 feet above the water. Sometimes cascades shoot over the precipice, so that vessels can sail between them and the natural wall of rock. On laying out the track for a railway across the State from Detroit, the engineers encountered a singular lake, covered with an accumulation of vegetable matter—the growth of ages—but concealing beneath a deep and dangerous, though not extensive lake, which made it necessary to make a detour from the road.

Climate, Soil, and Productions.—Notwithstanding the severity of the climate in Michigan, it is moderated by its proximity to the lakes; yet the temperature of the northern peninsula is quite rigourous. The northern peninsula is favourable to winter grains, but not to Indian corn; while the southern produces maize, as well as the winter grains, abund-

antly. The prevailing diseases are bilious fevers, ague, and dysentery: consumption is rare.

Great fertility is the characteristic of most of the soil in the middle and south of the lower peninsula; mostly free from stone, and of a deep, dark sandy loam, often mingled with gravel and clay. The northern peninsula has a large portion of rugged and poor soil, but its agricultural capabilities are not yet well developed. Portions of it are well timbered with white pine, spruce, hemlock, birch, oak, aspen, maple, ash, and elm. As the wants of the advancing settlements increase the demand, this region can furnish large supplies of lumber from its forests of pine, spruce, etc., manufactured at the fine mill-sites afforded by the rapid streams on the Superior slope of the Porcupine Mountain. Much of southern Michigan is occupied by those beautiful and fertile natural lawns, called oak openings, covered with scattered trees, and free from underwood. Another portion is prairie, and yet another timbered land, covered with black and white walnut, sugar maple, different species of oaks, hickory, ash, basswood, soft maple, elm, linden, locust, dogwood, poplar, beech, aspen, sycamore, cottonwood, cherry, pine, hemlock, spruce, tamarack, cypress, cedar, chestnut, papaw, etc. The prairies are small, and divided into wet and dry—the latter, of course, being somewhat elevated. The north-west of the lower peninsula is but little known, but recent letters from that region represent it as well timbered, well watered, and fertile; it, however, has an uninviting aspect from the lakes. On the shores of Lake Huron, near Saginaw Bay, is a marshy district. Michigan is eminently an agricultural State; the staple products being wheat, Indian corn, oats, Irish potatoes (for which it is especially favourable), butter, hay, maple sugar, wool, and live stock, with large quantities of buckwheat, rye, peas, beans, barley, fruits, cheese, beeswax, and honey; and some tobacco, sweet potatoes, wine, grass seeds, hops, flax, silk, and molasses.

Manufactures.—In common with the other more recently-settled States, Michigan has not yet had leisure to give much attention to the development of her manufacturing resources. In 1850, there were in the State 1979 manufacturing establishments, each producing $500 and upwards annually, of which 15 were engaged in woollen manufactures, employing $94,000 capital, and 78 male and 51 female hands, consuming raw material worth $43,402, and producing 141,570 yards of stuffs worth $90,242; 64 forges, furnaces, etc., employing $210,450 capital, and 362 male hands, consuming raw material worth $105,865, and producing 5430 tons of castings, pig iron, etc., valued at $300,697; $139,425 capital and 98 hands were employed in the manufacture of 10,320 barrels of ale, porter, etc., and 890,900 gallons of whisky, wine, etc.; and 60 tanneries, employing $286,000 capital, consuming raw material worth $203,450, and producing manufactured leather valued at $363,980; domestic manufactures were fabricated worth $354,936.

Commerce.—Michigan, surrounded as it is by inland seas, is most favourably situated for internal trade, and trade with British America. Her foreign commerce is, however, small, and only amounted, in 1851–2, in imports, to $191,976, and exports, $145,152; tonnage entered for the same year, 66,041; cleared, 69,981; owned, 46,318.12, of which 24,681.73 was steam tonnage; number of vessels built, 16, with a tonnage of 2639.00. In the spring of 1853, there were owned at Detroit and Mackinaw, 56 steamers, with a tonnage of 17,925. The lake trade of 1851 has been stated at, imports, $5,330,609, and exports, $5,790,860. Wheat and other grain, flour, pork, live stock, wool, and copper are among the leading articles of export.

Education.—On the subject of education, Michigan is largely imbued with the opinion of New England (from whence so many of her sons derive their origin), that republican government and common-school education must proceed or fall together. Her school fund, in 1852, was $575,668; in addition to which, is a fund called the University Fund, of $100,000.

## MISSOURI.

Missouri, one of the largest of the United States, and the first formed wholly W. of the Mississippi River, is bounded on the N. by Iowa, (from which it is separated for about 30 miles on the N. E. by the Des Moines River,) on the E. by the Mississippi River, which divides it from Illinois, Kentucky, and Tennessee; on the S. by the Arkansas, and on the W. by the Indian Territory, from which it is partly separated by the Missouri River. This State lies (with the exception of a small projection between the St. Francis and the Mississippi River, which extends to 36°) between 36° 30′, and 40° 36′ N. lat., and 89° 10′ and 96° W. lon., being about 285 miles in its greatest length from E. to W., and 280 in width from N. to S., including an area of 67,380 square miles, or 43,123,200 acres, only 2,938,425 acres of which were improved in 1850.

Population.—Though originally settled by the French, less than one-third of one per cent. of the present inhabitants of Missouri are of that extraction. The population amounted to 66,586 in 1820; 140,145 in 1830; 383,702 in 1840, and 682,244 in 1850; of whom 312,987 were white males, and 279,017 females; 1361 free coloured males, and 1257 females; 43,484 male slaves, and 43,938 female.

Cities and Towns.—St. Louis is the largest city in Missouri, population, 77,860, (by a local census in 1853, 88,000;) the other principal towns are Hannibal, population in 1850, 2557; Lexington, 2459; Castor, 2084; Weston, 1915; Palmyra, 1284; and St. Genevieve, 958. Capital, Jefferson City.

Face of the Country.—This great State is mostly level or undulating N. of the Missouri River, while S. of this river (much the larger portion of the State) exhibits a much greater variety. In the S. E. part, near the Mississippi River, and S. of Cape Girardeau, is an extensive marsh, reaching beyond the State into Arkansas, and occupying an area of about 3000 square miles. The remainder of this portion, between the Mississippi and the Osage Rivers, is rolling, gradually rising into a hilly and mountainous district, forming the outskirts of the Ozark Mountains. Beyond the Osage River, at some distance, commences a vast expanse of prairie land, which stretches away to the Rocky Mountains. The ridges forming the Ozark chain, which probably in no place reach an elevation of 2000 feet, extends in a N. E. and S. W. direction, separating the waters that flow N. E. into Missouri River from those that flow S. E. into the Mississippi River. The geological features of this State are very interesting. One of the richest coal fields perhaps in the world occupies the greater part of Missouri N. of the Osage River, and extends nearly to the N. boundary of Iowa. A carboniferous limestone, which comes to the surface on the E. and W. borders of the State, forms a rim from 5 to 40 miles in breadth. The lower magnesian limestone crops out on the Missouri River, from 25 miles above Jefferson City to within 35 miles of its mouth, with occasional obtrusions of sandstone. Schoolcraft thus speaks of the Ozark Mountains: "The Ozark is a term applied to a broad, elevated district of highlands, running from N. to S. centrally through the States of Missouri and Arkansas. It has on the E. the striking and deep alluvial tract of the Mississippi River, and on its W. the woodless plains or deserts which stretch below the Rocky Mountains."

Minerals.—Missouri is particularly rich in minerals, and a vast region in the neighbourhood of Iron Mountain is, perhaps, unsurpassed in the globe for productiveness in iron of the best quality. Though existing in the greatest abundance and purity in this locality, this mineral is found scattered throughout the State. In the eastern counties S. of the Missouri River, large quantities of lead, sometimes mixed with zinc, are found. Copper exists throughout the mineral region, (a tract of 17,000,000 or 18,000,000 acres,) but is most abundant near the La Motte mines. It is found combined with nickel, manganese, iron, cobalt, and lead, and these often yield 34 per cent. of the pure metal. Of the other metals named, all except nickel are found in considerable quantities. Silver exists in the lead ore, 350 pounds of pure silver having been obtained from 1,000,000 pounds of lead. Tin has been found in small quantities. Of the non-metallic minerals, limestone abounds N. of the Mis-

souri River, and forms a good building stone. Marbles beautifully veined and crystalline are found in parts of the State; also gypsum, sandstones, red and white, porphyries, sienite, saltpetre, sulphate of baryta, kaolin, and inferior clays. The red sandstone is of too coarse and loose a texture for architectural purposes, but the white, found near St. Genevieve, makes superior glass. Porphyries of a red ground interspersed with crystals, admitting of a high polish, are found S. of the Missouri River.

Coal.—Bituminous coal, much of it cannel coal, exists in vast beds in the N. of the State, and has also been found 40 miles up the Osage River. The great cannel coal-bed in Callaway County consists, in one place, of a solid stratum 24 feet, and in another 75 feet in thickness, and is believed to be the largest body of cannel coal known.

Rivers.—Missouri enjoys the navigation of the two greatest rivers in the United States, if not in the world. By means of the Mississippi River, which coasts her entire eastern boundary, she can hold commercial intercourse with the most northern territory of the Union, with the whole of the valley of the Ohio, with some of the Atlantic States, and with the Gulf of Mexico. By means of the Missouri, her other great river, she may extend her internal commerce to the Rocky Mountains, besides receiving the products that may be furnished in future times by its multitude of tributaries. The Missouri River coasts the N. W. of the State for about 200 miles, (following its windings,) and then darts across the State in a direction a little S. of E., dividing it into two portions, of which about a third is N., and the remainder S. of that river.

Objects of Interest to Tourists.—We shall hardly be able to do justice to Missouri in this respect, in the present state of our knowledge of the interior, as there are doubtless, in her mountain recesses, gorges, waterfalls, and caves whose fame has not yet reached us. To the geologist the State already possesses ample inducements for a visit; while the lover of fine scenery will find much to interest him in the wild bluffs both of the Missouri and Mississippi Rivers, which rise to an elevation varying from 50 to 300 feet.

Climate.—The climate of Missouri is very variable: in the winter the thermometer sinks below zero, and the rivers are frozen so as to admit the passage of heavily-laden vehicles. The summers are excessively hot, but the air dry and pure. In the autumns, bilious and remittent fevers are common on the river bottoms. Pulmonary complaints, however, to such a degree as to terminate in consumption, are infrequent.

Soil and Productions.—The soil of Missouri, speaking generally, is good, and of great agricultural capabilities; but the most fertile portions are in the river bottoms, which are a rich alluvion, (in some cases, however, mixed with sand,) and in that portion N. of the Missouri River, except in the E., where a sandy soil prevails. South of the Missouri there is a greater variety in the soil, but much of it is fertile, and even in the mountains and mineral districts there are rich valleys, and about the sources of the White, Eleven Points, Current, and Big Black Rivers, the soil, though unproductive, furnishes a valuable growth of yellow pine. The marshy district of the S. E. part will, when the population shall have become sufficiently dense to justify the expense of drainage, be probably one of the most fertile portions of the State. The great staple of Missouri is Indian corn, and more hemp is produced than in any State except Kentucky: the other great products are wheat, oats, tobacco, wool, peas, beans, Irish and sweet potatoes, fruits, butter, cheese, pork, hay, flax, honey, and beeswax; considerable rye, buckwheat, market products, grass-seeds, maple sugar; and some rice, barley, wine, hops, silk, and molasses.

Forest and Fruit Trees.—"The river bottoms are covered with a luxuriant growth of oak, elm, ash, hickory, cottonwood, linn, and white and black walnut. In the more barren districts are found white and pin oak, and sometimes forests of yellow pine. The crab-apple, papaw, and persimmon are abundant; as also the hazel and pecan." There are three species of wild grape; and apples, pears, peaches, apricots, and nectarines yield well.

Commerce.—St. Louis is the great centre of internal commerce of the Mississippi and its tributaries, which must greatly increase as the settlements on those great rivers extend themselves. The exports of this State consist mainly of lead, pork, flour, wheat, tobacco,

and live stock. Missouri has long been the principal seat of an active caravan trade with Santa Fé.

Education.—Missouri has a school fund (in 1852) of $575,668, and another fund of $100,000, called the seminary fund. The interest of the former is distributed among the counties in proportion to the number of scholars in each. In 1850 there were 59,927 children in the State, of whom 39,983 were in the schools. Annual expenditure for school purposes, $88,124; number of volumes in school libraries, 6200. Every sixteenth section of public lands is devoted to common schools.

## MISSOURI, OR NORTH-WEST TERRITORY.

Missouri, or North-West Territory, an unorganized territory occupying the vast region lying between the White Earth and Missouri Rivers on the E., and the Rocky Mountains on the W., and (with the exception of a small tract in the S. E., belonging to the Indian Territory) between the Platte River on the S., and British America on the N. It lies between about 40° 30′ and 49° N. lat., and between about 97° 45′ and 113° W. lon., covering an estimated area of about 587,564 square miles, or space enough for five States larger than Illinois. This vast tract would include the proposed territory of Nebraska.

Population.—We have no census returns from this wild region, which has been appropriated as the abode of different Indian tribes, among which may be mentioned the Crows, Blackfeet, (a very warlike and cruel tribe,) Minnetarees, Riccarees, Puncahs, and Pawnees.

Face of the Country.—The greater part of this territory, as far as is known, seems to consist of a high prairie land. A chain of highlands, called the Black Hills, runs from near the Platte River in a N. E. direction to the Missouri River, which they approach in about 102° of W. longitude, dividing the waters running into the Yellowstone from those flowing into the Missouri below its great south-eastern bend. On the W., the Rocky Mountains rear their lofty summits, in some instances above the snow line, and send out spurs into Missouri. Fremont's Peak, the loftiest known in this chain in the United States, is on the S. W. border of this territory.

Rivers and Lakes.—This extensive tract is traversed by the Missouri, one of the most important rivers in the world, which rises near its south-western border, runs for about 1000 miles in a N. E. direction, to 48° 20′ N. latitude, receiving a large number of affluents from the N., one of which, the Yellowstone, is 980 miles in length, and a multitude of sub-tributaries from the S. From the latitude named above, it flows off to the S. E., forming the eastern boundary for perhaps 1000 miles. In about latitude 43° 30′ the Missouri makes a grand detour, called the Great Bend, "where the river makes a circuit of 30 miles in advancing 2000 yards in a direct course." A number of important streams flow into the Missouri, within this territory, below the bend alluded to, so that this region is well watered, and gives promise of being more suitable for settlement than the country below Platte River. There are some small lakes in the S. W., and perhaps others yet to be discovered and described.

Objects of Interest to Tourists.—The Great Falls of the Missouri, and the gorge below, enclosed with perpendicular rocks 1200 feet high, claim the first place among the striking natural objects of this territory.

Animals.—This country is the paradise of the hunter and trapper. Vast herds of buffalo roam over its prairies, though now rapidly diminishing in numbers. Lewis and Clark have stated that at times the Missouri was backed up as by a dam, by the multitude of these animals crossing. The grizzly bear, Rocky Mountain goat, sheep, and antelope infest the slopes of the Rocky Mountains; and the beaver in former times existed in great numbers, though the trappers are now fast thinning them out. Panthers were met with by Lewis and Clark; also black bears, elks, and wolves.

Commerce.—The fur and peltry trade constitute the commerce of this vast region. Steamboats ascend the Missouri above the Yellowstone, and up the latter river 300 miles.

## MINNESOTA.

Minnesota, a territory of the United States, is bounded on the N. by British America, E. by Lake Superior and the State of Wisconsin, S. by Iowa and Missouri Territory, and W. by Missouri Territory. The Lake of the Woods, with a chain of small lakes and their outlets, form a part of the Northern boundary; the St. Croix and Mississippi a part of the eastern, and the Missouri and White Earth Rivers the western boundary. It lies between 42° 30′ and 49° N. lat., and between about 89° 30′ and 103° 30′ W. lon., being about 650 miles in extreme length from E. to W., and 430 from N. to S., including an area of nearly 166,000 square miles, or 106,240,000 acres.

Face of the Country.—Though there are no mountains in Minnesota, it is the most elevated tract of land between the Gulf of Mexico and Hudson's Bay, and from its central heights sends its waters to every point of the compass, but mostly to the N. and S. The position from which the Red River of the North and the St. Peter's take their opposite courses is almost exactly in the centre of the territory, and elevated about 2000 feet above the Gulf of Mexico. A plateau, called the "Coteau des Prairies," or "Prairie Heights," about 200 miles in length, and from 15 to 40 in breadth, runs through the middle of the southern part of Minnesota. Its greatest elevation is about 1916 feet above the level of the sea, and its average height about 1450 feet. The northern portion, which is the highest, is about 890 feet above Bigstone Lake, which lies in its vicinity. Passing the St. Peter's or Minnesota River, we come upon another range of heights, known as the "Coteau du Grand Bois," or the Wooded Heights, which extend for more than 100 miles nearly parallel with the "Coteau des Prairies." This ridge is mostly covered with an extensive forest of hard wood. Through the middle of the triangle which occupies the N. E. portion of the territory, runs a third range of heights, called the "Hauteurs de Terre," or "Highlands," which extend W. by S. about 300 miles, and form a dividing ridge, whence flow the waters that seek Lake Superior and the Mississippi in one direction, and Hudson's Bay in the other. A range of less altitude than the "Coteau des Prairies," but continuing in the same direction, forms the watershed of the streams flowing into the Missouri on the W., and those flowing into the Red River on the E. The rest of the country generally alternates between sandhills and swamps, and river bottoms and prairies. In the N., on the Red River, are extensive Savannas, level as a floor, while the central region and the portion between that and Lake Superior is much of it occupied with marshes, separated by hills of drift. West of the Coteau des Prairies, and Red River, the country has been but little explored; but that portion of it between the Rivière à Jacques and the Missouri is represented as composed of high rolling prairies.

Minerals.—The indications, from geological surveys of Minnesota, do not favour the hopes of great metallic wealth within its borders. Copper has been found, but in most instances it is not "in place," but appears to have been carried thither by the drift and boulders. The probability is that, of richer metallic ores than iron, this territory will not afford (except near Lake Superior) sufficient quantity to repay the labours of the miner; for if they exist at all, they probably lie at great depths. The indications are equally unfavourable to there being any large deposits of coal. A lead vein, 4 inches in thickness, was discovered on the Waraju River, by the geological corps of Professor Owen. The most remarkable mineral in this territory is the red pipestone, of which the Indians make their pipes, and which is believed to be peculiar to the region of the Coteau des Prairies. Salt is reported to exist in vast quantities between 47° and 49° N. lat., and 97° and 99° W. lon.

Lakes and Rivers.—Minnesota is, perhaps, even more deserving than Michigan of the appellation of the "Lake State," as it abounds in lacustrine waters of every size, from lakes of 40 miles in extent, to small ponds of less than a mile in circuit. These beautiful sheets of water give origin to rivers flowing N., S., and E.; some finding their way to the Atlantic through the mighty Mississippi and the Gulf of Mexico; others through the great lakes, Niagara, and the St. Lawrence; and others, again, pass off to the N., and seek the ocean

through Hudson's Bay and Straits. The largest of these lakes, with the exception of Lake Superior, are the Lake of the Woods, Rainy Lake, Red, Minni-Wakan or Devil Lake, Leech, and Mille Lac, or Spirit Lake. These generally have clear, pebbly bottoms, and are well stocked with fish, among which are the white fish, pike, pickerel, maskelonge, sucker, perch and trout. Wild rice grows on the borders of many of them, especially at the North. Devil Lake, which is on the 48th parallel of N. lat., in the N. W. of Minnesota, is about 40 miles in length, by 15 in breadth, and its waters, which are brackish, have no visible outlet. Red Lake, on the same parallel, E. of Red River, with which it communicates, is divided into two portions, united by a strait of 2 miles in width, and covers about the same area as Devil Lake. Lake of the Woods, and Rainy Lake, (the former a large sheet of water, perhaps 100 miles in circuit,) are both on the N. E. boundary of the territory. Lake Pepin, a beautiful sheet of water, is a mere expansion of the Mississippi in the S. E. of this territory. The rivers and large streams of Minnesota are almost as numerous as its lakes. The far-famed Mississippi takes its humble origin from Itasca Lake, from whose pellucid waters it issues a rivulet of but a few feet in width, and first meandering in a N. E. direction through a number of small lakes, to receive their tribute, it turns to the S., and pursues its lordly way to its far distant exit in the Gulf of Mexico, laving in its course the shores of nine States and one territory. About 800 miles of its length are included within Minnesota, of which 500 are navigable, 200 below the Falls of St. Anthony, and 300 above. The Rum and St. Croix, tributaries of the Mississippi, drain the S. E. portion of the territory, and the Red River the northern, passing off into Hudson's Bay. It is the outlet of Traverse, Ottertail, Red, and several smaller lakes. It has a course of about 500 miles within Minnesota, though it does not flow directly north more than 200 miles in that distance. The Lake Superior slope is principally drained by the St. Louis and its branches, and by the outlets of that series of small lakes that form the N. E. boundary of Minnesota. The great valley formed by the slopes of the Coteau des Prairies and the Coteau du Bois is drained by the St. Peter's and its tributaries. This river runs first in a S. E., and then in a N. E. course, with a total length of from 400 to 500 miles, and is navigable for steamers, during high water, 56 miles above its mouth in the Mississippi, and 60 farther for keel-boats. Its principal branch is the Blue Earth or Mankota River. The St. Peter's, with the Crow Wing and Crow Rivers, are the principal tributaries of the Mississippi from the West. The Rivière à Jacques (reè ve-air' ah zhak) and the Sioux are the principal affluents of the Missouri from this territory. They both have an almost directly S. course, the former being about 600, and the latter 350 miles long. Nearly the whole western boundary is washed by the Missouri, which opens the western part of the territory to the commerce of the great Mississippi valley. The rivers of Minnesota abound in small falls and rapids, which, while they interrupt navigation, furnish extensive water-power.

Objects of Interest to Tourists.—If we except cataracts of the first magnitude and high mountains, Minnesota presents as great a variety of natural objects of interest as any portion of our widely extended domain.

Minnesota shares with Wisconsin in the falls and rapids of the St. Louis River, another picturesque and romantic display of nature's works. The rivers of Minnesota are filled with picturesque rapids and small falls, and often bordered with perpendicular bluffs of lime and sandstone, or gently sloping hills that gracefully recede from the water. This region is the paradise of the hunter: its prairies and forests are the home of many wild animals, and in its rivers and lakes swim great varieties of fish.

Climate.—The climate of this territory is severe, especially in the northern part. At the Pembina settlement, under the 49th parallel of latitude, the cold is frequently so great as to freeze quicksilver. Minnesota, in some parts, is too severe for Indian corn, but the dryness and steadiness of the cold favour wheat and other winter grains.

Soil and Productions.—The soil of Minnesota varies greatly. In the valleys of the rivers it is mostly excellent, especially in those of the St. Peter's, and of the Mississippi and its tributaries in the south-east of the territory. Above the Falls of St. Anthony, with the exception of the river alluvions and some prairie land, the country is generally covered

with drift, interspersed with marshes, too wet for cultivation; but the elevated portion is often much of it of tolerable fertility, though inferior to the calcareous lands of the river bottoms, and not unfrequently covered with dwarf timber.

Forest Trees.—Parts of Minnesota are densely timbered with pine forests, and the ridges of the drift districts with small pine, birch, aspen, maple, ash, elm, hemlock, firs, poplar, and basswood. In the swamps between the ridges, the tamarack, cedar, and cypress are found; while the river bottoms furnish a good growth of oak, aspen, soft maple, basswood, ash, birch, white walnut, linden, and elm. Much of this timber on the poorer ridges, and in some of the marshes, is rather of a dwarf character. On the Rum, St. Croix, and Pine Rivers there are extensive forests of pine, of good, but not of the largest growth. According to Professor Owen, "a belt of forest crosses Minnesota in lat. 44° 30′, which is remarkable for its unusual body of timber, in a country otherwise but scantily timbered." Taken as a whole, therefore, Minnesota can scarcely be called a well-wooded country. But here, as in other parts of the West, when the prairies are protected from fire, a growth of young timber soon springs up.

Animals.—Minnesota has always been a favourite hunting-ground of the Indians, and vast herds of buffalo, elk, deer, antelope, and other game still roam over the plains west of the Coteau des Prairies and the Red River. Deer, black bear, antelope, wolverine, otter, muskrat, mink, martin, wolf, and raccoon abound, and the moose and grizzly bear are occasionally met with. The prairies are frequented by grouse, pheasants, and partridges, and the streams by wild ducks and geese. The other birds are hawks, buzzards, harriers, owls, quails, plovers, larks, and a great variety of small birds. Among the water fowl are the pelican, tern, hooded sheldrake, bustard, broadbill, ruffle-headed duck, wood duck, teal, wild goose, and loon. Both the golden and bald eagle are occasionally met with. The rivers and lakes abound in fine fish, among which are the bass, cap, sunfish, pickerel, pike, catfish, whitefish, sucker, maskelonge, and trout.

Manufactures.—There are great capabilities in the innumerable rivers of Minnesota, with their falls and rapids, for manufacturing establishments. At present the conversion of her pine forests into boards, scantling, etc., constitutes the principal manufacture of this new and flourishing territory.

The best lands of Minnesota are on her two great navigable rivers, the Mississippi and St. Peter's; and the first acts of internal improvement needed by this territory will be the removal of some obstructions in these streams. It is among the probabilities that the great Pacific railway may traverse this region, as engineers are now examining the feasibilities of a northern route.

Commerce.—Minnesota has the advantage of two outlets for her productions; one by way of the Mississippi, to every portion of the Mississippi valley; and the other by way of Lake Superior, with the Lake States and with the East. The great export of this territory is her lumber.

Education.—Minnesota has a public system of free schools, which are under the general direction of a superintendent of common schools, and the local supervision of trustees. Every township containing not less than five families is considered a school district. "An act to incorporate the University of Minnesota," was passed February 25, 1851. This institution consists of five departments, namely, of science, literature, and art; of laws; of medicine; of agriculture; and of elementary instruction. Twelve regents, appointed by the legislature, manage its affairs. It is located at St. Anthony. The proceeds of all lands granted by the United States go to form a perpetual fund for the support of the university.

The information contained in the notice of the State of Wisconsin is copied from "Wisconsin as it is," by F. Gerhard, and that pertaining to the other States, from "Lippincott's Gazetteer. In a future edition the information will be brought down to a later period, in articles now preparing specially for this work.

# Part Second.

# SCENES AND SCENERY.

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# SCENES AND SCENERY.

Did you ever hear the anecdote of the Italian and the American, who were discussing the merits of the scenery of the Old and New World, in the vicinity of Niagara Falls? *N'Importe.* The Italian wound up his animated description of the beauty and variety of European landscapes with the climax: "An eruption of Mount Vesuvius, with the Bay of Naples in the distance, forms the most brilliant spectacle in the universe!" "Fetch it here, sir," said the American, with that *sang froid* characteristic of one of Uncle Sam's family, "and I'll *put it out* in five minutes!" That retort reveals the general contrast that characterizes the scenes and scenery of the Old and New World—the eclipse which is thrown on the former by the latter, by their natural vastness, grandeur, and sublimity, as might easy be illustrated by a detailed study of their physical geography.

The surface of Europe is partitioned, by ranges of lofty mountains, into petty nationalities, decorated with pretty gems of beautiful landscapes; the vast basin of the Mississippi forms an immense theatre, walled round by the Rocky Mountains and Alleghanies, fringed with nodding pines, for the reception of an universal brotherhood of humanity.

The cities of Europe are centres of civilization, art, science, and architectural beauty. The cities of America are rather *foci* of commerce, sites of extensive dépôts, stores, and hotels, periodically wrapt in flames, and rising, like the Phœnix, more stately and beautiful from their ashes.

The rivers of Europe drain their surplus waters in their rocky channels, and bear a few light craft upon their swelling bosoms, from the ocean. Floating palaces, the commercial navies and merchandise of the wide world, are borne thousands of miles into the interior of America by the great "Father of Waters."

The lochs and lakes of Europe sink into insignificant pleasure ponds beside the "Inland Seas" that form the Mediterranean highway between Canada and the United States.

The very grass is grazed to European cattle with difficulty; whereas, herds of wild buffaloes scamper the waving prairie grass like leviathans through the "vasty deep."

Bands of plantations, clumps of trees, and roads winding their devious ways over hill and dale, variegate the European landscape; not so throughout the length and breadth of the boundless Continent of America. Roads run right away in interminable straight lines, crossing each other at right angles. You may wander for miles, with cultivated fields on each side; but the primeval forest, for the most part, forms the perpetual horizon, and you are compelled to dive into it, on foot, railcar, or buggy, and emerge, not always dry-shod, from its lofty wooden walls. Take your passage on board a steamer, at the mouth of the Mississippi, you will sail through all the zones of climate and vegetation between the tropics and the poles. Start by the railroad car, from New York, you will steam right away,

thousands of miles, through bush and prairie, over lake and river, and find, on your arrival at St. Louis, engineers going ahead towards the Pacific.

The traveller accustomed to enjoying the mountain scenery of Great Britain and Ireland, and finding so much of it within the "Sea-girt Isle," is apt to feel disappointed in travelling over perhaps thousands of miles in America, that he does not find a proportionate amount of scenery of the same character, and that in many long journeys in particular sections of the country, the scenery becomes monotonous, yet we have failed to meet with the traveller who cannot find within the limits of the American Continent, a variety and extent of scenery sufficient to satisfy the greatest reveller in the beautiful and grand in nature, and her works.

Variety forms the characteristic of the scenery of the New, as well as of the Old World—although variety arising from the existence of different climates within the vast extent of the North American Continent. Take up your position on the Grampians, in Scotland; behind you frowns the bleak and barren summits of the Highland hills; before you gleams the lovely and fertile Carse of Gowrie, extending towards the German Ocean, all within the circle of a few miles in circumference. Perch yourself upon the Rocky Mountains, the blue waters of the Pacific mirror the blue expanse of heaven towards the far west. There, your eye will wander right across an intervening continent of numberless hills and valleys, all richly clothed in their coronation robes of summer, only to be changed for others more variegated, but none the less beautiful, when tipped with the first touch of the approaching winter's blast: whilst again, from off some of the highest points in the Alleghanies, the eye rests with unmingled satisfaction as it stretches down the cultivated green swards and waving corn-fields of Pennsylvania, along the charming scenery of the Potomac, and the Susquehanna—on towards the suburbs of the great cities on the eastern seaboard—or on the other hand, again, as you turn towards the mighty west, and there catch the first glimpse of that great western world, as it lies teeming with life, on and beyond the Ohio—about to take another start, ere long, in its extraordinary career—in the progress of its development.

And be it remembered, when we speak of North America, we mean our remarks to bear equal reference to Upper and Lower Canada, which claims the better half of the sublimest scene exhibited to the spectator upon the American Continent, viz., the Falls of Niagara.

The American boasts of the sail to Staten Island and the Bay of New York, and up the Hudson River; the Canadian, of the sail down the St. Lawrence, threading the Thousand Islands—shooting the Rapids, and up the Ottawa, outrivalling Lomond's silver loch, studded with its islet groves; but both stand, in union, dumb with awe, in silent admiration and contemplation of the perpetual motion of the watery avalanche that has continued to shoot the lofty Rapids, from time immemorial, and will continue to proclaim to the whole world, with its voice of many waters, the unity in variety of the great stream of life that has been incessantly coming out of, and going into, the depths of eternity.

In the following pages of this section of the work, we have availed ourselves of a few of some of the choicest scenes in the country, for illustration, and hope that they may somewhat assist to convey to readers at a distance from such scenes some idea of their beauty and character, which we have no hesitation in saying have only to be visited to be highly enjoyed and appreciated.

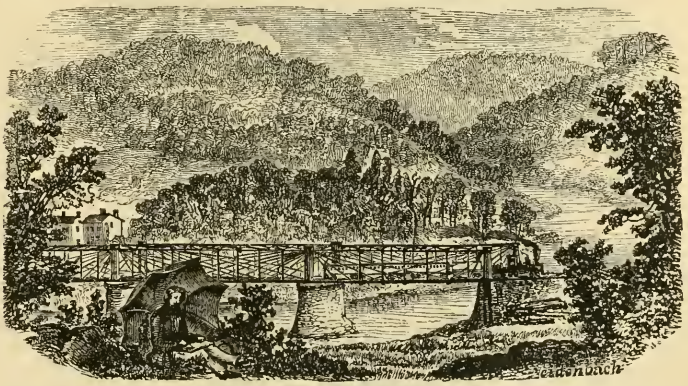
## THE SCENERY OF THE ALLEGHANY MOUNTAINS.

*Route from Baltimore to Cincinnati, via Marietta.*—If evidence were wanting to convince the most sceptical, as to the beauty and grandeur of the scenery in America, we think we have only to refer to the engravings in the following pages—of a few views of some of the wildest and most romantic mountain scenery—which it has been our fortune to witness, anywhere.

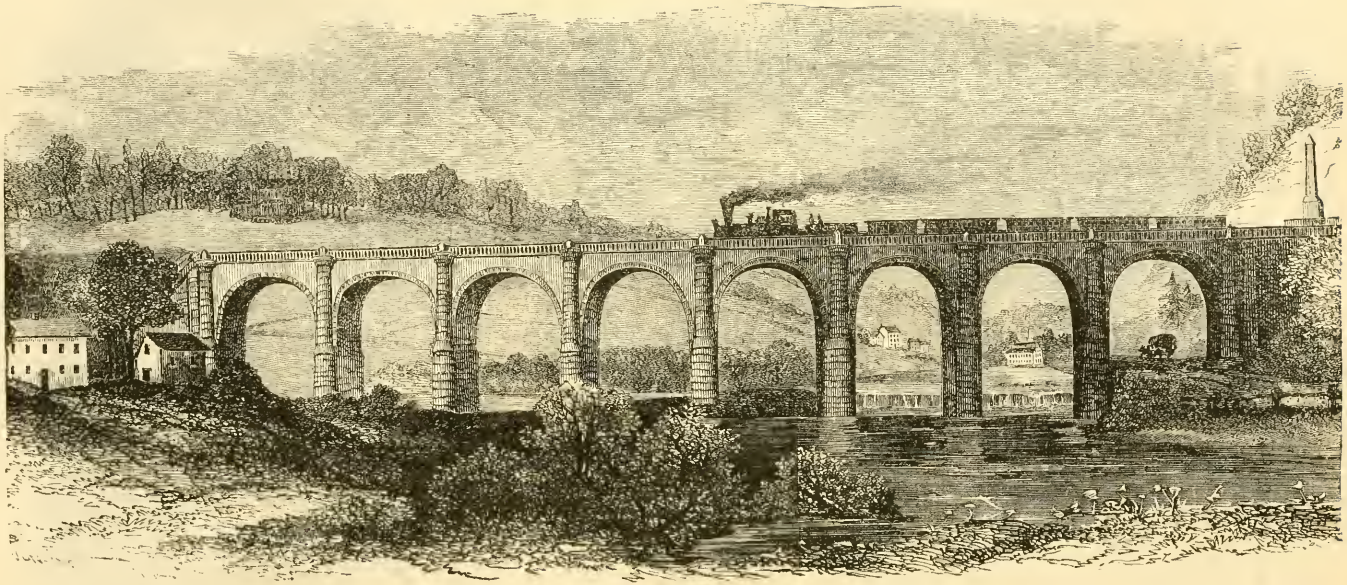
The tourist who has probably climbed Ben Lomond and other points of Scotia's charming scenery, will find in Pennsylvania, Maryland, and Virginia a great similarity—only, that the eye in reaching to the top of the mountains in that portion of the United States—the hills will be founded densely wooded to their very summit. In the summer time therefore, it may easily be imagined the great difference in looking up toward the tops of those hills on the Susquehanna and Potomac, and how much more agreeable to the senses the effect must be, than gazing on the snow-capped summit of Ben Nevis—or Ben Macdhui (Scotland). We candidly confess that our previous ideas of Scottish glen and mountain scenery which stood *par excellance* in our estimation has somewhat been upset—when visiting the route in question, and that the scenery of old Scotia must take its rank only alongside that of the Susquehanna and the Potomac. On that account, therefore, we have devoted a greater amount of space than we originally intended to this region of the "mountain and the flood," simply to induce if possible, tourists in search of nature's grandest works, to pay these districts a visit—before they return home. By their not doing so, they will lose a great treat, and be, comparatively speaking, ignorant of the beauties of American scenery—a matter on which we fear there is a considerable amount of ignorance and error amongst many who consider themselves even great travellers in the "old country"—as well as many even in America.

These districts now being thoroughly opened up—the tourist—the painter—and the sportsman, has every facility (accompanied with moderate expenditure) for enjoying themselves—to their hearts content—without let or hindrance, and the sportsman without being obliged to have his game license—and pay smartly for "liberty to shoot over the grounds."

Leaving Baltimore, you proceed on for 9 miles to Washington Junction, at which there is a handsome and substantial stone bridge. (See engraving.) Near to this point, the Patapsco breaks through the rocky gorge, and finds its way to the Chesapeake—whilst the hill-sides in the vicinity are studded with the country seats of the Baltimore merchants.



VIEW OF THE IRON BRIDGE AND SCENERY AT ELLYSVILLE,
TWENTY-ONE MILES FROM BALTIMORE.



STONE VIADUCT AT WASHINGTON JUNCTION,

CROSSING THE PATAPSCO RIVER—NINE MILES FROM BALTIMORE.

A few miles on, you cross the river at the Ilchester Mill, in a very rugged part of the valley—crossing the Patterson viaduct, and shortly reach the town of Ellicott's Mills—situated prettily on the face of the hills. Five miles further on, you arrive at Ellysville, where there is an iron bridge, 340 feet long, which spans the river. (See engraving of it—and scenery in the neighborhood.) Further on, you cross the Patapsco by another iron bridge of 50 feet span—dash through a tunnel 100 feet long. Passing the pretty village of Sykesville, you are now in the heart of the mineral region. After that, the train proceeds past Parr's Ridge—from the top of which a magnificent view is obtained. Through the Monocacy valley, you cross the famous "Carroll Manor" land, between the Catoctin and Sugar Loaf, on towards the "Point of Rocks," of which we give a view. The marble—

POINT OF ROCKS,

WITH THE BALTIMORE AND OHIO RAILROAD AND CHESAPEAKE AND OHIO CANAL—SEVENTY MILES FROM BALTIMORE.

of which the variegated columns of the old National Legislative Halls at Washington are built—is found in a cut which you pass on approaching this spot. Passing the Potomac, and along the base of the hills, you pass the villages of Berlin and Knoxville, and the "Weverton" factories in the pass of South Mountain—shortly reaching the far-famed scenery of "Harper's Ferry," of which the renowned Thomas Jefferson said, that the passage of the Potomac through the Blue Ridge was "one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness." Here the beautiful River Shenandoah joins the Potomac immediately below the bridge. (See our engraving of Harper's Ferry.)

HARPER'S FERRY.

FROM THE MARYLAND SIDE OF THE POTOMAC AT THE CONFLUENCE OF THAT RIVER WITH THE SHENANDOAH.

The bridge which you here cross is 900 feet long—of 6 arches of 130 feet—one of 75 feet over the river, and one of 100 feet span over the canal.

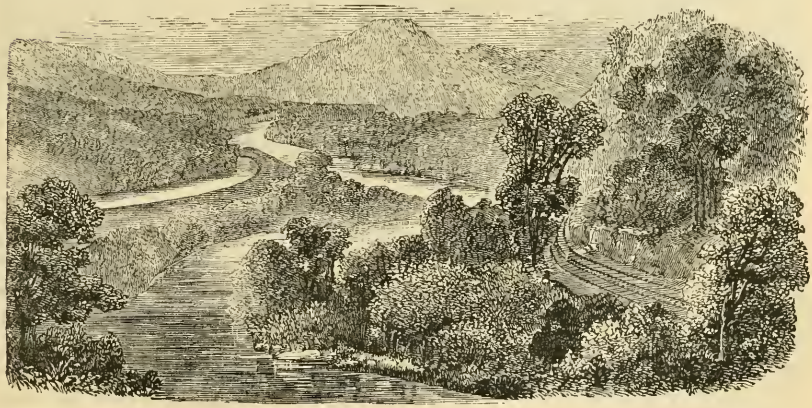
The national armories are located here—and occupying so much ground, the inhabitants are obliged to build their dwellings high up on the face of the hill. The beauty of the scenery here is of the finest order—language failing to give an adequate idea of it. One of the chief points is that of Jefferson Rock—a great, overhanging cliff—so balanced as if threatening to fall down—like some destructive avalanche. (See engraving.)

Leaving Harper's Ferry, and the Potomac River, you pass up the ravine of the Elkbranch—arriving shortly at the rolling table-land of the "Valley of Virginia." Passing onwards, the crossing of the "Opequan" Creek—the open valley of Tuscarora Creek, you arrive at Martinsburg. Leaving there, you cross Back Creek, opening up again the valley of the Potomac, with magnificent views of the North Mountain and Sideling Hill. Passing Fort Frederick, of 1755 history, you reach Hancock, the station for Berkley Springs—a favorite watering resort. Proceeding westward, you shortly enter a tunnel 1200 feet long—passing along the base of the Warm Spring Ridge—and the termination of the Cacapon Mountain, opposite to a remarkable eminence called the "Round Top." You then cross the Great Cacapon River, over a bridge 300 feet long. Passing along, you enter the gap of Sideling Hill—until the tunnel at Doe Gully is entered, and from there to Little Cacapon Creek, 2½ miles from Cumberland—at which point some very fine views are obtained. (See engraving of Potomac scenery—between Berkley Springs and Cumberland.)

Passing on through some of the richest bottom land on the river—and through some exquisite mountain scenery—you reach Patterson's Creek. Shortly after which, you cross the Potomac again, by an iron bridge, 700 feet long, carrying you out of Virginia into Maryland, which you left at Harper's Ferry. The "Mountain City" of Cumberland is

GRAND POTOMAC VALLEY VIEW.

FROM THE CELEBRATED JEFFERSON ROCK—EIGHTY-ONE MILES FROM BALTIMORE.



SCENERY ON THE POTOMAC—BETWEEN BERKLEY SPRINGS AND CUMBERLAND.

reached, after which you proceed on through some of the most picturesque scenery towards Piedmont, 28 miles distant.

Cumberland is situated most beautifully in a perfect amphitheatre, formed by the surrounding mountains which there seem to have expanded themselves into extended curves, with the view of giving room, in their lap, for the town, required for the great coal trade naturally centering there.

From Cumberland to Piedmont, (28 miles,) the scenery is remarkably picturesque, and elicits many enthusiastic expressions of wonder and delight, as you skim over the gradually ascending level along the North Branch of the Potomac, between the western slope of Knobly and the eastern feet of Dan's and Wills' Mountains. One of the finest of the many views is had near the crossing of the Potomac, 21 miles from Cumberland, where the railroad, after passing through a long and deep excavation, spans the river by a bridge of iron and timber, on stone abutments and a pier. The view from this point, up and down the river, is well worth attention. For the last 6 miles before you reach Piedmont, the river courses its way by a deep chasm, cut by its own torrent, through the mountain base. After crossing the bridge, the road wound, by easy curves, through romantic scenery, passing Queen's Cliff, Thunder Hill, and Dan's Mountain, until you reach the "foot of the mountain" at Piedmont. (See Engraving.) This remote town lies upon a flat of limited extent on the Virginia side, opposite the ancient Maryland village of Western Port, at the mouth

PIEDMONT, "FOOT OF THE MOUNTAIN."

ON THE BALTIMORE AND OHIO RAILROAD, 207 MILES FROM BALTIMORE.

of George's Creek. It is a thriving and prosperous town already, although created simply by the necessities of the Railroad Co., who found an engine-station here desirable. It contains extensive engine-houses, each one being arranged to hold 16 locomotives. Here, too, are located very extensive shops for the repair of engines, cottages for workmen, etc. Piedmont is the dividing station between the second and third working divisions of the road, being 208 miles from Baltimore, and 108 from Martinsburg.

Proceeding on and winding your way round curves—and passing through, as it were, impenetrable passes—you cross the Potomac again, at Bloomington, where the Savage River boils, in all its fury, down the western shoulder of Savage Mountain, finding its level 200 feet below the railroad line. You then pass on to the mouth of Crab-tree Creek—reach Altamont, 2,620 feet high, the greatest elevation on the route, and the highest point of the Alleghanies. This region is famous for excellent butter, mutton, abundant venison and other game—innumerable trout streams, alive with spotted beauties. You proceed on to the "glades," or natural meadows, till you reach Oakland—nestled in the centre of these—232 miles from Baltimore. Leaving there, you pass the falls of the Snowy Creek, and shortly arrive at Cranberry Summit, 2,550 feet high, and enter upon the grades, to descend the western slopes, towards the Ohio, getting the first glimpse of the "western world," and some of the finest views of mountain scenery, as you pass along. We give an engraving

DISTANT MOUNTAIN VIEW.

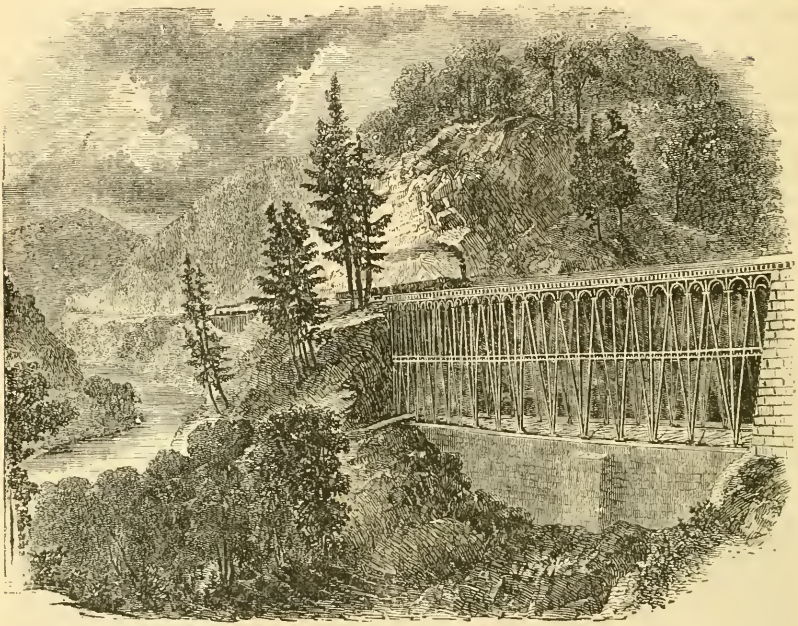
FROM THE CRANBERRY GRADE, TWO HUNDRED AND THREE MILES FROM BALTIMORE.

of one of these, from the "Cranberry Grade." Descending for 11 miles, you arrive at the celebrated Cheat River; see engravings of this wonderful region—"View on the Cheat River Grade," and "Sketch of the Cheat River Valley."

For a description of the remaining part of this route, we cannot do better than quote from a work by Mr. W. P. Smith, an intelligent officer of the Baltimore and Ohio Railroad.

"Cheat River is a rapid mountain stream, of a dark coffee-coloured water, which is supposed to take its hue from the forests of laurel, hemlock, and black spruce in which it has its rise. The road crosses the stream at the foot of Cranberry Grade by a viaduct. This is composed of two noble spans of iron, roofed in on abutments, and a pier of solid freestone taken from a neighbouring quarry. Arrived at this point, you enter the 'Cheat River Valley,' which presents by far the grandest and most boldly picturesque scenery to be found on the line of this road, and one of the finest series of railroad views on this continent. For several miles you run along the steep mountain-side, clinging, as it were, to the gigantic cliffs, the cars like great eages suspended—though upon the safest and most solid of beds—midway, as it were, between heaven and earth. At one moment the view is confined to the immediate locality, hemmed in on every side by the towering mountain spurs. At the next, a slight curve in the road opens to view fine stretches of the deep

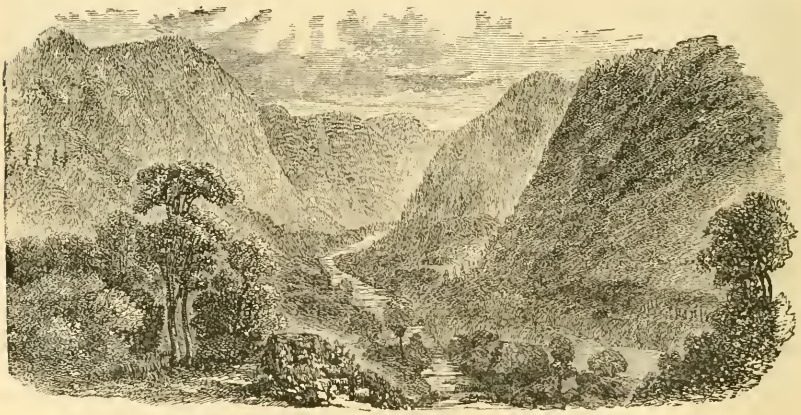
valley, with the dark river flowing along its bottom, and glorious views o the forest-covered slopes descending from the peaks to the water's edge.



VIEW ON THE "CHEAT RIVER GRADE,"

AT THE TRAY RUN IRON AND STONE VIADUCT, TWO HUNDRED AND FIFTY-SEVEN MILES FROM BALTIMORE.

The engineering difficulties overcome in the part of the road, within the first few miles west of Cheat River bridge, must have been very great, but the rough places have been made smooth as the prairie levels. After crossing the river itself at Rowlesburg, the next



SKETCH OF THE CHEAT RIVER VALLEY.

THE POINT WHERE THE RAIL LEAVES THE RIVER AND PROCEEDS ON TOWARDS KINGWOOD TUNNEL.

point is to ascend along its banks the "Cheat River Hill." The ravine of Kyer's Run, a mile from the bridge, 76 feet deep, is crossed by a solid embankment. Then, after boldly cutting along the steep rocky hill-side, you reach Buck-eye Hollow, which is 108 feet below the road level, and finally come to Tray Run, which is crossed at a height of 150 feet above its original bed by a splendid viaduct, 600 feet long, founded on a massive base of masonry piled upon the solid rock below. These viaducts are of iron, and are exceedingly graceful, as well as very substantial structures.

The view from this spot, both of the scenery and grand structure which so splendidly spans the immense mountain ravine, is most inspiring. From the great elevation the stream appears to be almost beneath your feet.

Passing two great clefts in the mountain, you pass upward across Buckhorn Branch, and half a mile further left, the declivities of Cheat River, which meanders off to the north, and of which is obtained a last glimpse, through a tall arch of forests, reposing in its wealth of wilderness solitude far, far below.

At Cassidy's Ridge, nearly a mile from the river, and 80 miles from Cumberland, you enter the great western coal field of the Alleghany range. Here again the road finds a threatening barrier to its further progress. By bursting through the wall of the vast prison-house alone can you hope for an outlet. For awhile, before the entire completion of the road, a track was laid across this steep summit, with an ascent of 500 feet to the mile, over which iron for the track westward was hauled by a locomotive engine, which propelled a single car at a time, weighing with its load eighteen tons, at a speed of 10 miles an hour, or more. This plane, however, was not available for trade and travel; and so the last westward wall of the Alleghanies was pierced by the Kingwood Tunnel, through which you pass. This subterranean passage, 4,100 feet in length—not including its "approach cuts"—was made. The entire cost of the tunnel, in all its elements, has exceeded $1,000,000! Like all the other tunnels on this road it is now enduringly arched.

Leaving Kingwood Tunnel, the line for 5 miles descends along a steep hill-side to the flats of Raccoon Creek, at Newburg Station, 88 miles from Cumberland, and 266 from Baltimore. Two miles west of the Kingwood Tunnel, is Murray's Tunnel, 250 feet long, a regular and beautiful semicircular arch cut out of a fine solid sandstone rock, overlaying a vein of coal 6 feet thick, which is seen on the floor of the tunnel. From Newburg, westward, the route pursues the valleys of Raccoon and Three Forks' Creek, which present no

GRAFTON.

JUNCTION OF BALTIMORE AND OHIO WITH NORTHWESTERN VIRGINIA RAILROAD, 279 MILES FROM BALTIMORE.

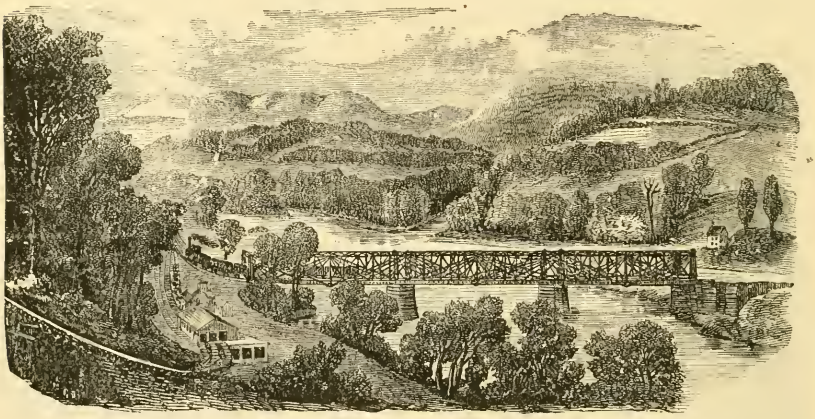
The Road to Wheeling is seen in the foreground, while the Road to Parkersburg crosses the Tygart's Valley River by the new Iron Bridge. The Road Workshops and the new Hotel are seen in the forks.

features of difficulty, to the mouth of the latter, 101 miles from Cumberland, at the Tygart's Valley River, at Grafton, the junction of the Baltimore and Ohio with the Northwestern Virginia Road, the newly-completed branch line to Parkersburg on the Ohio.

Proceeding on along the main stem of the Baltimore and Ohio Railroad, you now proceed on to Wheeling, and thence per Central Ohio Railroad to Columbus, and from there along one of the best made lines in the country, as well as through the beautiful valley of the Little Miami River, till you reach Cincinnati. Leaving, therefore, Grafton, you now proceed on to Fetterman, where the Turnpike to Parkersburg and Marietta crosses the river. The route from Fetterman to Fairmount has but one very striking feature. The Tygart's Valley River, whose margin it follows, is a beautiful and winding stream, of gentle current, except at the Falls, where the river descends, principally by 3 or 4 perpendicular pitches, some 70 feet in about a mile. A mile and a half above Fairmount, the Tygart's Valley River and the West Fork River unite to form the Monongahela—the first being the larger of the two confluents.

A quarter of a mile below their junction, the railroad crosses the Monongahela, upon a viaduct 650 feet long, and 39 feet above low water surface. The lofty and massive abutments of this bridge support an iron superstructure of 3 arches of 200 feet span each, and which forms the *largest iron bridge in America.*

The road, a mile and a half below Fairmount, leaves the valley of the beautiful Monongahela and ascends the winding and picturesque ravine of Buffalo Creek, a stream some 25 miles in length. The creek is first crossed 5 miles west of Fairmount, and again at two points a short distance apart, and about 9 miles further west. About 11 miles beyond Fairmount we pass the small hamlet of Farmington, and 7 or 8 miles further is the thriving village of "Mannington," at the mouth of Piles' Fork of Buffalo—thence to the head of Piles' Fork. Numerous tributaries open out pretty vistas on either hand. This part of the



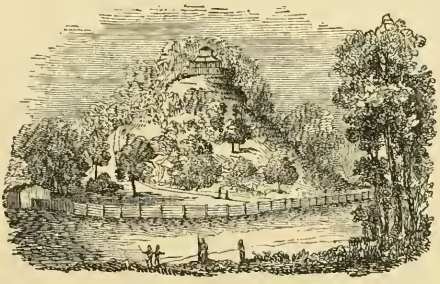
JUNCTION OF THE MONONGAHELA AND TYGART'S VALLEY RIVERS,
WITH THE GREAT IRON BRIDGE CROSSING THE FORMER.

valley, in its summer dress, is singularly beautiful. After reaching its head at Glover's Gap, 28 miles beyond Fairmount, the road passes the ridge by deep cuts, and a tunnel 350 feet long, of curious shape, forming a sort of Moorish arch in its roof. From this summit, (which divides the waters of the Monongahela from those of the Ohio,) the line descends by Church's Fork of Fish Creek—a valley of the same general features with the one just passed on the eastern side of the ridge. Passing the "Burton" station, the route continues down stream to the crossing of a tributary called "Cappo Fork," 4 miles from Glover's Gap.

The road now becomes winding, and in the next 4 miles you cross the creek 8 times;

also, Sole's Tunnel, 112 feet; Eaton's Tunnel, 370 feet; and Martin's Tunnel, 180 feet long —the first, a low-browed opening, which looks as if it would knock off the smoke-pipe of the engine; the next, a regular arched roof; and the third, a tall narrow slit in the rock, lined with timbers lofty enough to be taken for part of a church steeple. Shortly after, the route turns up the ravine of "Board Tree Run," after passing through a high spur at its mouth by a formidable cut more than 60 feet deep through slate rock. Thence it ascends the eastern bank of the run just named, cutting and filling heavily along a precipitous hill side, until it reaches the point 43 miles west of Fairmount, where the temporary road leaves the permanent grade. Leaving Board Tree Tunnel, the line descends along the hill side of the North Fork of Fish Creek, crossing ravines and spurs by deep fillings and cuttings, and reaching the level of the flats bordering the creek at Bell's Mill; soon after which it crosses the creek and ascends Hart's Run and Four Mile Run to the Welling Tunnel, 50 miles west of Fairmount, and 28 from Wheeling. From the Welling Tunnel the line pursues the valley of Grave Creek, 17 miles to its mouth at the Flats of Grave Creek on the Ohio River, 11 miles below Wheeling.

The approach to the bank of the Ohio River, at the village of Moundsville, is very beautiful. The line emerging from the defile of Grave Creek, passes straight over the "flats" which border the river, and forms a vast rolling plain, in the middle of which looms up the great "Indian mound," 80 feet high and 200 feet broad at its base. There is also the separate village of Elizabethtown, half a mile from the river bank, the mound standing between two towns and looking down upon them both. The "flats" embrace an area of some 4000 acres, about three-fourths of which lie on the Virginia, and the remaining fourth on the Ohio side of the river. The soil is fertile and well cultivated, and the spot possesses great interest, whether for its agricultural richness, its historic monuments of past ages, or the beauty of its shape and position as the site for a large city. About 3 miles up the river from Moundsville, the "flats" terminate, and the road passes for a mile along rocky narrows washed by the river, after which it runs over wide, rich, and beautiful bottom lands all the way to Wheeling. (See *Wheeling*.) The whole length of the road to Wheeling is 78 miles from Fairmount, 201 miles from Cumberland, and 380 miles from Baltimore.



THE GREAT INDIAN MOUND, MOUNDSVILLE.

From Wheeling proceed per the Central Ohio Railroad to Columbus, thence per Little Miami River Railroad from Columbus to Cincinnati. Passengers from Baltimore and Wheeling going direct to Niagara Falls, proceed on from Columbus via Cleveland to Buffalo, and from there to the Falls. But no one who has not visited Cincinnati, should neglect the opportunity of doing so when at Columbus. Travellers who prefer the more southern route may diverge from the main stem of the Baltimore and Ohio Road at Grafton, and take its North-western Virginia Branch to Parkersburg. Should the tourist prefer that route, we annex the following particulars:—

From Grafton you now proceed to Parkersburg, 104 miles off. Grafton is pleasantly situated amid some picturesque scenery at the three forks of the Tygart's Valley River, one of the main branches of the Monongahela River—of which we give an engraving where the two join near Fairmount—the great gas-coal region.

Clarksburg, Va., 22 miles from Grafton, prettily located in a more open country, is the centre of a grazing district, from which Baltimore obtains a considerable installment of her finest beef. The county town of Harrison, is one of the richest portions of the State. An immense business is done on the line of the road in staves, of which you will see enough, apparently, to barrel the Mississippi; or, if that figure is not strong enough, coop up all

the whisky which floats down the "father of waters" and its tributaries. The country traversed by the road is exceedingly rich in minerals. Of coal, its supplies are inexhaustible.

Ten miles east of Parkersburg, you strike the bank of the Little Kanawha River, and bowl down its quiet valley to the Ohio terminus of the North-western Virginia Road, 383 miles from Baltimore. The depot at this place is one of the largest in the United States, being over 800 feet in length. It will safely enclose 75 of the largest class cars—has storage-room for 16,000 barrels of flour—and, altogether, is one of the most fitly arranged railroad stations to be met with. It fronts its entire length on the Kanawha River, and is only about 100 yards from the Ohio.

The town of Parkersburg is advantageously located on a high bluff at the junction of the Ohio with the Kanawha. Though civilization has somewhat modified and tamed the natural appearance of the locality, it yet presents much to remind one of the still current legends of the trials and struggles of which it was the scene in the early history of Western Virginia. There is scarce a point in sight which has not connected with it some tale of bloody massacre, or thrilling hair-breadth escape, or undying deed of bravery in resistance to savage outrage.

The town presents on every side abundant evidence of vigorous growth and extraordinary prosperity. The town contains six modern-built church edifices, occupied by as many different denominations. It also boasts a sound bank, two daily papers, a number of steam flour and saw mills, and several manufactories. One of the latter, a woodenware establishment, uses up every particle of wood brought within its walls, turning out every thing in the shape of wooden ware, from a whisky barrel to a match box.

Standing upon the bluff in front of the town is had a fine view of Blannerhasset Island, a little way down the Ohio River, with its wild and natural beauties.

After a brief stay at Parkersburg, you proceed on board the steamers which are lying in wait at the levee to convey you to Marietta.

Swinging out into the stream, the vessel proceeds leisurely up the river toward Marietta, some eleven miles distant. From Marietta you proceed by rail to Cincinnati.

The preceding as well as following account of route to Cincinnati is taken, for the most part, from a work treating on those districts by Mr. W. P. Smith, of Baltimore.

Tourists from the east via Cleveland, proceeding on to Cincinnati, or those from Cincinnati bound for Niagara Falls and Canada, will enjoy the ride along the beautiful line of the Little Miami Railroad. If you wish to proceed by night, you will find excellent sleeping berths on the cars on this road.

The line is one of the best made in the United States, well appointed in every respect, and, consequently, very safe to travel on. The goods traffic on the line is enormous, as a visit to its goods depot at Cincinnati will show.

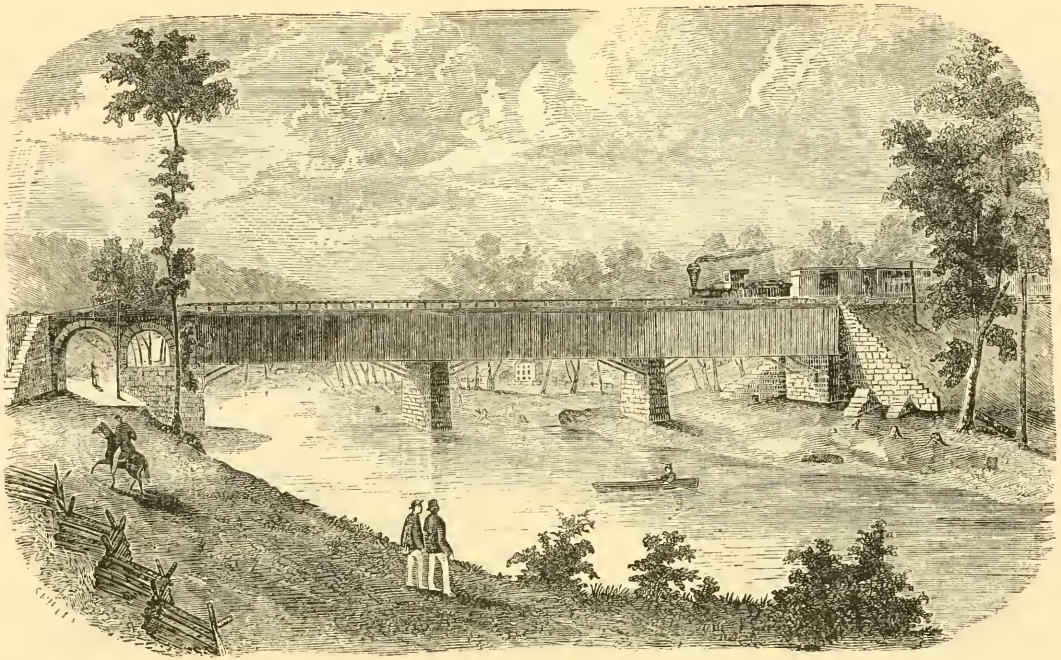
VIEW OF THE LITTLE MIAMI RAILROAD AND RIVER.
NEAR FORT ANCIENT, 42 MILES FROM CINCINNATI.

We cordially agree with Mr. W. P. Smith, an able and intelligent officer of the Baltimore and Ohio Railroad, who thus writes regarding this line of road and river:—

"The Little Miami River is visible on either side of the track for fifty miles. This pretty stream is equable in its flow, yet its descent is such as to give fine water power, which is attested by the numerous mills and factories along its banks, whose products find a market in Cincinnati. The river rises in Madison County, and flows through those of Warren, Clermont, and Hamilton, a distance of eighty miles to its mouth. Of the exceeding fertility of the valley, through which flows this stream, we may best convey an idea by saying, that there are over a million bushels of wheat grown in it, and almost countless bushels of that great cereal, corn. Of course the flour into which the mills convert the wheat, the distillation furnished from the other

grain, or the vast number of swine that are fed by it, become a tribute to Cincinnati through the invaluable medium of freight cars and locomotive. The road follows the valley to Xenia, where it is left, and the track is laid over an ascending plain in the direction of Columbus."

As illustrations of this line of railroad we present two views — one 42 miles, and the other 18 miles from Cincinnati.



RAILROAD AND TURNPIKE BRIDGE OVER THE LITTLE MIAMI RIVER,
MIAMIVILLE, 18 MILES FROM CINCINNATI.

the immediate vicinity of Boston, nowhere in New England does the density of population exceed that of this comparatively primitive country.

About 18 miles from Cincinnati is situated the Miami bridge, Miamiville, a view of which we present as illustrative of a very general style of railway bridge in the United States, although not always built so substantially as the one now presented to view.

The Little Miami, though twenty miles distant from the greater stream of the same name, runs parallel to it. It is from these two rivers that the valley, which is watered by them, derives its name. With the exception of

After about half an hour's ride from this spot, the train leaves the river side, and shortly afterwards approaches the banks of the Ohio, presenting, as it winds round the curves, some most beautiful scenery on both sides of

the river, until it finally reaches the far-famed "Queen City of the West." (See Cincinnati.) Omnibuses wait there upon the arrival of every train, to convey passengers and bag gage to any address in the city.

## COLUMBUS TO BALTIMORE, PHILADELPHIA, AND NEW YORK.

Passengers desirous of leaving Columbus for either of these cities, can do so by various routes, as can be seen by our Table of Distances, etc., in connection with Columbus.

Presuming you wish to go to Baltimore, you proceed via the Central Ohio Railroad, which extends to Newark, through a partially cleared country, with no features of particular interest.

Thirty-three miles distant you reach Newark. The Sandusky, Mansfield, and Newark Railroad, running from Sandusky City, on Lake Erie, here intersects the Central Ohio Railroad, and gives it a connection with north-west Ohio and beyond. The Steubenville and Indiana Railroad also terminates here, and connects at Steubenville with the Ohio River Road to Pittsburg. From Newark, 26 miles' progress brings the train to Zanesville, the county seat of Muskingum, one of the richest counties in Ohio, embracing in its area the valleys of the Muskingum and Licking Rivers, which have their confluence at that point, and abound with mineral and agricultural advantages. The city has a population of about 18,000, and is a neat, well built, and prosperous place.

An hour's ride from Zanesville, through the fertile Leatherhead valley, brings the train to the ancient town of Cambridge, situated at the crossing of the old National Turnpike Road, over Wills' Creek. For many miles on each side of Cambridge, the Central Railroad runs close to, and parallel with, the National Road. From Cambridge the Central Ohio Road continues its course for fifty miles through a rich, rolling country, the agricultural features of which, its richness of soil, abundance of heavy timber, and large herds of stock, will always arrest and gratify the eye of the traveller, until you reach Bellaire.

At Bellaire you proceed by steamer on the River Ohio across to Benwood in Virginia. Started in the cars from there, you proceed swiftly past Moundsville, Cameron, Welling Tunnel, and other places of interest, and finally approach the western slope of the Alleghanies. You soon approach to the Monongahela River, above the beautiful towns of Fairmount and Palatine, with the picturesque wire suspension bridge uniting them. The great 620 foot iron bridge, too, by which the railroad crosses the Monongahela, a mile east of Fairmount, stands out as a remarkably strong and beautiful structure. The views along the Tygart's Valley River, between the Monongahela and Grafton, for twenty miles, with the "Valley River Falls," are among the objects most admired, so far, upon this route.

Passengers for Pittsburg go by rail from Bellaire to Steubenville, and thence to Pittsburg.

Passengers for Wheeling go by rail from Benwood thence.

After leaving Benwood Station you reach Grafton, thence proceed on to Cumberland, Martinsburg, Harper's Ferry, on to Baltimore.

Passengers from Cincinnati or Columbus, for Philadelphia or New York direct, and desirous of seeing the scenery of the Alleghanies, and Susquehánna River, proceed via Wheeling or Pittsburg, thence to Philadelphia and New York direct. The journey from Pittsburg to Philadelphia should by all means, if possible, be made by daylight.

A description of the route from Grafton to Baltimore, and views of scenery on the line, will be found given elsewhere, in connection with the trip on the Baltimore and Ohio Railroad from Baltimore to Cincinnati via Marietta.

## THE BALTIMORE AND OHIO RAILROAD.

The Baltimore and Ohio Railroad was the first line which was opened for goods and passengers in the United States, and consequently may be termed the Father of railroads in this country. It has proved also a sort of nursery for rearing railway assistants, for all the other roads in the country.

It extends from Baltimore (Maryland) to Parkersburg on the banks of the Ohio—hence the name Baltimore and Ohio Railroad. We subjoin a few particulars respecting this line of road, which may be found interesting :

EXTENT AND GENERAL CHARACTERISTICS OF THE ROAD.

| *Length of Line.* | *Miles.* |
|---|---|
| Main line of road—Baltimore to Wheeling | 379 |
| Washington Junction (nine miles from Baltimore) to Washington City | 30 |
| Mount Clare Junction to Locust Point Shipping Station, at Baltimore | 3 |
| Monocacy Station, on the Main Stem, to Frederick City | 3 |
| Grafton, on the Main Stem, (279 miles from Baltimore) to Parkersburg, on the Ohio River | 104 |
| Total length of first track | 519 |
| Length of second track (including 196 sidings) on the Main Stem | 212 |
| Second track in sidings upon the Washington Branch | 7 |
| Second track in sidings upon the Northwestern Virginia Road | 7 |
| Total length of track owned and worked by the Baltimore and Ohio Railroad Company | 745 |

To this add the following exclusive tributaries—

| | |
|---|---|
| Winchester and Potomac Railway from Harper's Ferry, on the Main Stem, to Winchester, Va. | 32 |
| The several lateral roads traversing the coal regions, and uniting with the Main Stem at Cumberland and Piedmont | 45 |
| Total length of road | 822 |

| | |
|---|---|
| Heaviest permanent grade per mile | 116 feet. |
| Heaviest temporary grade, worked with locomotive | 520 " |
| Longest continuous grade, (from Piedmont to Altamont,) | 17 miles. |
| Greatest altitude of road-bed above tide-water | 2,620 feet. |
| Weight of rail per lineal yard, on main and second track | 55 to 85 lbs. |
| Number of locomotive engine-houses and shops | 57 |
| Aggregate number of stalls for locomotive engines | 230 |
| Number of machinery and car repair stations | 12 |
| Number of repair shops | 33 |
| Number of water stations, (on the Main Stem, 79; on the Northwestern Virginia Road, 11; on the Washington Branch, 4,) | 94 |
| Number of telegraph stations | 30 |
| Number of freight and passenger stations, (Main Stem, 62 ; Washington Branch, 8 ; Northwestern Virginia Road, 15,) | 85 |
| Number of tunnels between Baltimore and Wheeling | 14 |
| Total length of tunnelling | 12,604 feet. |
| Length of tunnelling solidly arched with stone, iron or brick, | 12.604 " |
| Number of bridges between Baltimore and Wheeling | 186 |
| Total length of bridging | 15,088 feet. |
| Length of new iron railroad bridges completed, mostly with double track | 3,710 " |
| Length of stone bridges completed | 5,240 " |
| Length of wooden bridges completed | 4,038 " |
| Number of tons of freight hauled in 1857 | 895,401 |
| Number of tons of freight hauled one mile in 1857 | 202,852,401 |
| Number of officers and employees | 4,960 |

## THE SUSQUEHANNA AND JUNIATA

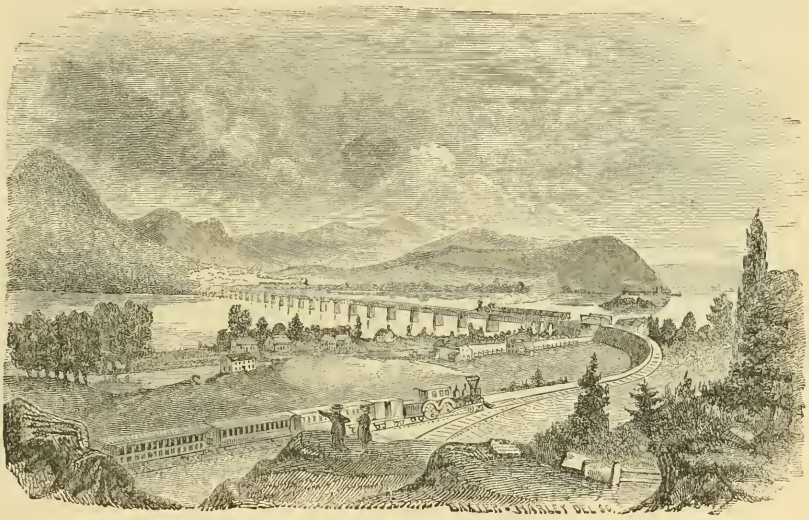
ROUTE FROM PHILADELPHIA TO PITTSBURG, AND THE WEST.

The nature of the country along this route is similar, in some respects, to the preceding one, a portion of the scenery pertaining to the same range of mountains, viz., the Alleghanies. Throughout the entire route, however, taken as a whole, the scenery on the Pennsylvania line, is much more subdued in character, and does not present so large a proportion of wild, romantic scenery, as is to be seen on the Baltimore and Ohio Road.

The Pennsylvania route is one of the great highways, from the Atlantic seaboard to the Western States, and is one of the best managed, and best *made* lines in the country.

The scenery pertains chiefly to the beautiful Rivers Susquehanna and Juniata, and their tributaries, whilst along their banks, as well as in the Wyoming district, views of the wildest mountain, and finest landscape and river scenery, are to be met with.

The Susquehanna is the largest river in Pennsylvania, rising in Otsego Lake, State of New York, and runs through the entire breadth, from north to south, of Pennsylvania, through the windings of the valleys of the Alleghanies, and the coal districts, until it reaches the ocean, in all about 500 miles long.



THE GREAT COLUMBIA BRIDGE ACROSS THE SUSQUEHANNA.

It is impossible, in our limits, to do any thing like justice to the beautiful scenery of this route. To represent such, we have selected a view of the magnificent Columbia Bridge, which crosses the Susquehanna, near Columbia village. This bridge, which is more than a mile long, crosses the river at a spot where the scenery is particularly pleasing. The river there is studded with numerous islands, reposing, as it were, in a magnificent basin, which, with the lofty hills wooded to their tops, presents a scene of great beauty.

Through a portion of the same district flows the beautiful Juniata, an engraving of which we give from a drawing by Jesse Talbot, an American artist.

Few rivers in the States afford a finer field for the tourist, or artist, than the Juniata. This river is about 200 miles in length, and takes its rise at the foot of the Alleghany Mountains, and flowing for about 14 miles, falls into the Susquehanna at Harrisburg, Pennsylvania. The country through which it runs, is diversified by limestone valleys, and mountain ridges, in which iron and coal are abundant. The scenery along its course, is in the highest degree picturesque.

SCENE ON THE JUNIATA.

From all we hear, the beautiful scenery in the State of Pennsylvania, and, in fact, the whole mountain range of the Alleghanies, and the rivers traversing the valleys, are, comparatively speaking, unknown. Now, however, that the communication to and from these districts is so frequent and easy, and that the accommodation for tourists is every year increasing, we have little doubt but that such scenes as above represented, will be more than ever visited by all in search of the beautiful in nature. Bayard Taylor, the celebrated American traveller and writer, thus speaks regarding the scenery of the Juniata:—

"At the commencement of June, when the leaves are fully expanded and retain their fresh and beautiful green, the warmth, brightness, and richness of the landscapes of this region are the very embodiment of the spirit of summer. The forests are piled masses of gorgeous foliage, now stretching like a rampart over the hills, now following some winding water-course, and now broken into groves and clumps, dotting the undulations of the grain and grass fields. In the trim and careful beauty of England, and the broad garden of the Rhine plain, one sees nothing of this prodigality of bloom and foliage—this luxury of nature."

## MINERAL RESOURCES OF MISSOURI.

The Iron Mountain, of which we give a sketch, affords one of the most imposing samples of the mineral wealth of the State of Missouri which we could possibly present.

Iron Mountain is situated in St. Francois County, in the south-east part of Missouri, a few miles from Potosi, where valuable lead mines are situated, the ore yielding 70 to 80 per cent. of metal. It is about 440 feet high, and 1½ miles long. The yield of ore is 60 per cent. of pig, of a quality said to be superior to Norwegian or Swedish iron. Dr. Feuchtwanger estimates that between Iron Mountain and Pilot Knob—another such mine of wealth in the same state—there are 600,000,000 tons of iron ore. Regarding the Iron Mountain it is said "its whole top is a solid mass of iron, and one sees nothing but iron lumps, as far as the eye can reach."

A plank road extends from Iron Mountain, a distance of 42 miles, to St. Genevieve, a port on the Mississippi, 61 miles below St. Louis, to which the manufactured ore is shipped from the works at Iron Mountain. A railroad is in progress of being laid, which will form the connecting link between St. Louis and Iron Mountain.

Regarding the general mineral resources of Missouri, we may here quote from a writer on this subject:—

"The mineral region of Missouri occupies an area of about 18,000,000 acres. As early as 1718 it was described in a French chart as 'au pays plein de mines.' It extends from the head waters of the St. Francis to the Maramec River, a distance of about 70 miles in length, and from the Mississippi, in a south-westerly direction, about 60 miles. The elevation of the district above the sea level varies from 600 to 1,200 feet. The climate is equable and salubrious, and the superincumbent soil moderately fertile. No one of the mining districts of Europe enjoys such facilities of supporting a large population. Excepting gold and platina, most of the important and useful metals and ores are known to exist in Missouri. The following minerals, metallic and non-metallic, arranged here according to their intrinsic value, have been found within its limits—lead, iron, copper, cobalt, silver, nickel, zinc and calamine, manganese and wadd, coal, rock salt, barytes, sand and quartz, carbonate and sulphate of lime, alumine and potter's clay, fuller's earth, variegated marble and oolite, saltpetre, antimony, tin, tungstate of iron and lead, diamonds, chalcedony and feldspar, and some others of perhaps a minor importance.

"The lead mines have been wrought since the first settlement of the country. The ore is in the form of sulphuret and carbonate, and in the upper mines at Potosi it is found mixed with calamine and blende. The lead region extends over the counties of Madison, St. Francois, St. Louis, Washington, etc. Formerly the carbonate was considered as worthless, but it is now reduced in blast furnaces, and yields 72 per cent. The sulphuret yields from 66 to 80 per cent., and contains about 6 per cent. of silver. Iron in the form of hematite, and the ochrey, the micaceous and red oxydes, are found in the greatest abundance. The ores exist throughout the mineral region, and extend even into the coal formation, which occupies so large a surface. Abundant, easily manufactured, and the transportation easy, this is essentially the staple of Missouri. The mines of copper are chiefly found in the south and west portions of the mineral region, but exist in other parts. The ore is of every variety, and usually very rich. It is found in combination with lead and iron, frequently with manganese, cobalt, and nickel, and occasionally with silver. It is generally pyritous, but oxeydes and carbonates are frequently found. The ores appear as a cement uniting angular fragments of lime rock, forming a breccia, and much of it is easily removed by a pickaxe alone. As a general thing the yield is about 34 per cent. of metal. The copper mines of Missouri are said to be more valuable than even those of Lake Superior. The several metals found in combination with the above, namely, silver, zinc, manganese, cobalt, nickel, etc., give an additional value to the mines; and as tin has been found near Caledonia, it may be said of Missouri, that no other state or county is richer in metallic wealth, or has better prospects of future prosperity."

Another writer says: "Geologists say that the rock on the west side of the mountain belongs to the lower silurian limestone era. The boring of Belcher's Artesian Well, tells us that this same bed of rock, which forms the surface of the country on the west side of the mountain, is in the well 2,000 feet below the bed of the Mississippi River, a dip of 2,800 feet from the mountain to St. Louis. Geologists say that this dip was necessary to form the great basins which contain coal in the central part of Illinois. On the east side of the mountain a granite country is found."

THE IRON MOUNTAIN, MISSOURI

## THE VALLEY OF THE MISSOURI.

In our description of the western portion of the States, we have concluded for the present not to extend the limits of our information further west than that of the Missouri Valley—and although Nebraska and Kansas formed no part in the original plan, in the publication of the work, yet, from the great emigration movement in that direction, of late, we have thought it advisable to give the following details of that wonderful region, although not from our own experience, not having as yet had an opportunity of penetrating so far west. In some future edition of this work, we may be able to present such, from our own observation—meantime, we compile from what appears to us to be a reliable notice of this territory, which appeared in the *North American Review*, for July, 1858, in a review, in that journal, of two works lately published on that part of the Union.

After describing that portion of the country west of Nebraska and Kansas, which is considered to be undesirable as a field for emigration, the writer asks:—

"What effect will the important fact have on these young territories themselves, as well as on the country at large? Nebraska and Kansas will, in that case, be the shores at which will terminate a vast ocean desert, nearly 1000 miles in breadth. To the west of that lie California and Oregon, great producing, and yet not capable of becoming great manufacturing countries.

"On the eastern coast of this great desert sea will lie Kansas and Nebraska, of all countries the best suited for the sites of vast manufactories. There run rivers whose descents, and whose capaciousness adapt them as well to turn the wheel as to irrigate the land. There, underdeath a soil which can support a million of workmen, are spread layers of coal which will form the fuel for tens of thousands of square miles. There is the iron which is to form both the engine and the staple—the arm that strikes, as well as the material which is struck. Here, in fact, are the great furnishing warerooms, where the people of California will exchange their gold and quicksilver, and those of Oregon their fish and lumber, for the hardware, the cloths, and the furniture which the manufactories of the Missouri Valley will produce. . . . Freight amounting to five dollars per 100 weight will be a sufficient protection to force the manufactories of the Missouri Valley at once into energetic action." If manufactured there, heavy goods will be able to be sold 20 per cent. less than those brought from the factories in Connecticut or Pennsylvania.

"When the time comes for the inland transportation of the goods of India and China from the Pacific to the Atlantic, it will be found that there is one route whose cheapness—at least, for heavy goods—will enable it to outbid all competitors." . . . "The Columbia River, while it forms one vast and navigable stream from the ocean to the centre of the Oregon plains, flares out at the latter point into three forks, each of which offers a pass, and the only passes here accessible through the Rocky Mountains. It is the Columbia alone that holds the keys to the passes of the mountains, from which, on the easternmost side, run the tributaries of the Platte. The forks of the Columbia will, therefore, have one side of them the only navigable waters leading to the Pacific, and on the other the only highways through whose mountain gates the locomotive can course to the Missouri Valley." That the Platte and the Kansas are incapable of navigation, we think is abundantly proved; but it is equally clear that the valleys through which they run are the natural courses through which the canal must be opened and the railway laid. Thus there will pour into the great dépôts which these frontier States will present, not only the products of Eastern and Western America, but those of China and India.

The corn and wheat prairies of Nebraska, Iowa, and Kansas, stand on the banks of that great river (Missouri) which, with a volume, a force, and through an extent of territory no other stream can equal, shoots down the freight committed to it on the vast corn-consuming plains of the Southern Mississippi. . . . . Never was there such an avenue for such a freight. For 500 miles these magnificent prairies slope upward from the river banks. For 1000 miles it dashes down, with a velocity which enables even the slower class of steamboats to make the descent in from 15 to 20 miles per hour. It is here that the Missouri has the great advantage over the Mississippi. The prairie country is scarcely reached by the latter river—so far as continuous navigation is concerned. . . . . The navigation of the Missouri, on the other hand, continues nearly 1000 miles beyond where that of the Mississippi stops. . . . . It is on account of the cheapness and rapidity which transportation in such a channel gives that we think the market of the gulf country will be supplied from the valley of the Missouri—not from that of the Mississippi.

The Extent and Character of the Soil.—"The bottom lands, of which the base of this seam (the Missouri) is composed, form a plain extending from 5 to 25 miles in breadth, and accompanying the river through nearly its whole course." The soil is of a very shifting nature, and the course of the river very circuitous. "It doubles and curves, for instance, to such an extent around a line of 100 miles, between Leavenworth and Nebraska City, as to make that 100 miles into 200. What is

STEAMING UP THE RIVER MISSOURI.

popularly called the 'western bank,' is, by turns, the southern and the eastern." For farming purposes, therefore, the lands of that nature are very uncertain and precarious.

In its course, however, it leaves, on the one side or the other, a rich bottom, which, for immediate productiveness, has probably no superior in the world. "To this are added uniform belts of forest trees, interposing themselves between the bottom and the bluffs, which, along the States of Iowa and Missouri, and the opposite shores, develop themselves in great beauty. These trees, in connection with the stone with which the bluffs are often filled, give building materials to the settler in the richest abundance.

In Nebraska, the fertile bottom lands on the Missouri River begin near the mouth of the Vermilion River, on the 97th meridian, about 50 miles from Sioux City, and about 1000 miles on the river-course from the Mississippi. The trees on the river bottoms are immense and luxuriant. West of Sioux City, the bottom lands become narrow and irregular, and give only an uncertain prospect of support. The soil on the table prairie lands, which lie back from the bluffs, is not susceptible of much cultivation—degenerating into a cold and desolate moor. The exception to this is a patch, 60 miles above the Big Sioux, at the mouth of the Eau-qui-Court, which there runs into the Missouri. No point beyond the Vemilion can be relied on to raise corn.

The Platte River Valley.—The valley of the Platte is sodded with firm, and yet nutritious grass, which affords a road for wagons, and food for the oxen or mules by which the wagons are drawn. Along this great highway, the emigration from the Atlantic to the Pacific will pass.

In the bottom lands of the Platte, cottonwood of excellent quality is to be found; and above and around the forks, cedar in considerable quantity is to be seen.

The width of the Platte is, generally, one mile; and, when full, is six feet deep, but rarely is so: consequently, is considered of no use for navigation purposes.

The arable prairies that arise from the bluffs by which the Platte is hemmed, do not spread to any considerable extent after the first 150 miles of its course are passed.

The region south of the Platte presents a much wider sweep for agricultural enterprise. There, a climate not yet infected with the parching heat of the low country, is united with a soil of eminent fruitfulness; and, as the arable lands begin to widen, they disclose one of the loveliest regions in the world. The arable lands extend from 150 to 200 miles from the river banks.

The Composition and Productiveness of the Soil.—The general character of the bottom lands—not only of the Missouri, but of the Kansas, the Yellowstone, and the Platte—is of sand and clay, richly impregnated and saturated with carbon, and with the vast quantities of decayed vegetable matter which the rivers are constantly precipitating.

Not unusually, Indian corn to the amount of 150 bushels to the acre are produced, with scarcely any more preparation than the ordinary turning over, which is easily done by the plough. From the river basin, rise terraces, or subsidiary bottom, at an average of 50 feet from the river level, and sloping and sweeping away till they reach, sometimes, the prairies themselves.

For permanency, depth, richness, and extent, the prairie soil can find nothing in the world, to say the least, to excel it—many parties declaring that there is nothing to equal it.

Unlike the bottom lands, which are soft and pliable, the prairie lands of the Missouri are tough and tenacious. In Nebraska and Kansas, as many as six or eight yoke of oxen are employed at a single plough in breaking the ground for the first time. When once upturned, however, the sod rots in a single summer, after which it may be ploughed by a single yoke. Indian corn and potatoes grow upon it after the first ploughing; wheat not until after the second.

The present appearances of the prairies of the Missouri show clear evidence of having, some centuries ago, been under cultivation, the fields, etc., being clearly traced. They are found in the best-watered and richest sections, and extend from one to three hundred acres in area.

Lumber.—In respect to forests, south-eastern Nebraska and Eastern Kansas have a great advantage over Illinois and Iowa. In the latter States we may travel for miles without seeing a single tree within sight. In the central valley of the Missouri, the cottonwood, willow, and poplar spread themselves in great abundance and beauty along the bottom lands, and on the bluffs are found the oak, elm, cedar, and the black walnut, thus providing abundant material on the spot for building and fencing.

Climate.—Between the Missouri Valley and the same range of latitude towards the east, the advantages, so far as evenness of temperature is concerned, are with the latter. Both in Kansas and Nebraska the thermometer ranges from 15 degrees higher in summer, and 15 degrees lower in winter, than in Virginia or Pennsylvania. It is not uncommon for the mercury to sink to 30 degrees below zero in the one season, and to keep steady in the other, even as far north as Omaha City, at 110. It is an error to seek the causes of these extremes in the as yet unsettled condition of the country. They result from the fact, that as we recede further from the sea-coast, both heat and cold become, in their degree, greater, as can be explained on philosophic grounds.

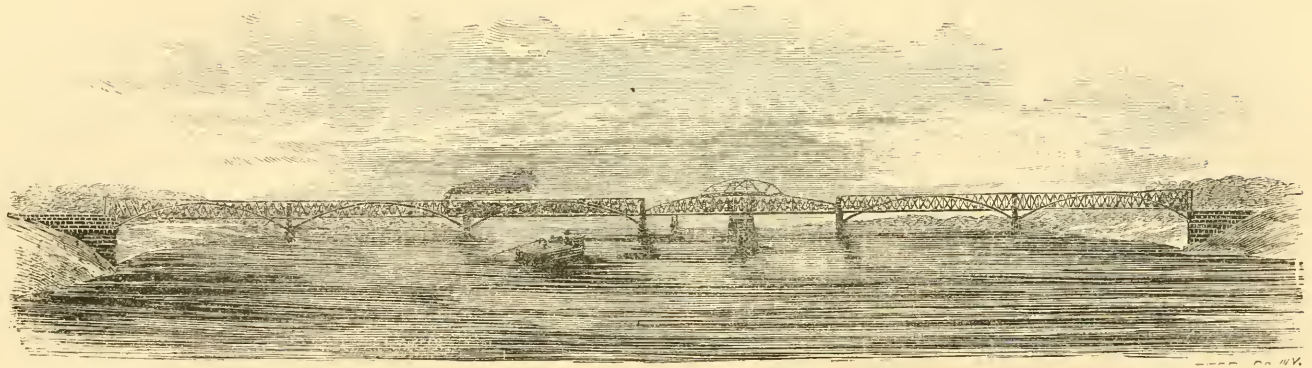
Two features, however, tend greatly to soften these extremes. The winter is relieved by the crisp dryness of the air, as compared with the piercing sharpness of the Atlantic seaboard, or the raw, damp, cold atmosphere of Great Britain.

The Breezes on the Prairies.—The summer—to those who can take refuge in the shade—has nearly all its terrors removed by the cool and powerful breezes by which the prairies are incessantly swept.

It is in these breezes, in fact, that consists one of the main charms of prairie life. In their uniformity, their bracing purity, their vigour, they rival those of the sea. They are greatly preferable, in these respects, to those that traverse the eastern Alleghany slopes. There, the wind is fractured into puffs, or slit into threads by the forests, gorges, mountain crags, and ravines, through which it passes. But the breezes of the prairies pass onward in one grand and unbroken sheet. They blow with the evenness and continuity of the eastern trade winds, which may always be relied on, and in summer, at least, is as far from sinking at one time into a calm, as from rising into a hurricane. In winter the wind then covers the prairies with a cold and heavy weight, whose very uniformity aggravates its severity. But in the summer, the delicious coolness and the unfailing regularity of the prairie winds are blessings to which all travellers will bear a grateful testimony.

In connection with this subject, we quote from a writer in *Colburn's New Monthly Magazine* for July, 1858, who, on an excursion to the "Great West," and close to the Missouri, says:—

"The west of America must be a healthy country, except where the land is low or near sluggish mud-banked rivers, for there intermittent fevers prevail as well as elsewhere. There seemed in the midst of the exeessive heat, a power of exertion, a springiness, not at all like the faint, relaxing sensation of a very hot English summer's day. I speak of the dry prairies of the west. The air was always clear, dry, exhilarating beyond idea."



THE MISSISSIPPI RAILROAD BRIDGE, AT DAVENPORT, IOWA.

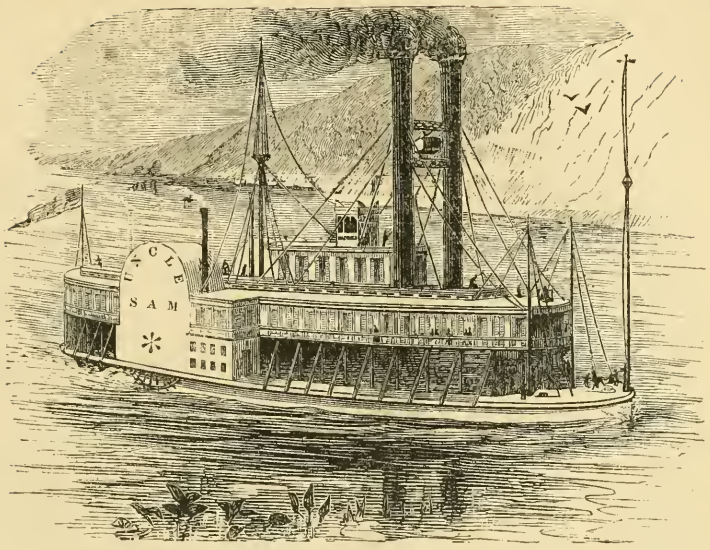
The above sketch represents one of the most important public erections in the north-west, connecting, as it now does, the States of Iowa and Illinois, and opening up continuous railroad communication between Chicago and many of the most important cities on the western side of the Mississippi, extending as far as the Missouri River.

The entire length of the bridge is 5832 feet, consisting of spans of 250 feet each. Cost, $260,000 (£52,000 stg.). In the centre stands a draw-bridge, working on the rotary principle, so that it can be opened when necessary to allow the steamers to pass up and down the river. The average height of the bridge is 30 feet above low water.

At the west end of the embankment on Rock Island (which is in the centre of the river) another bridge extends from there across the Illinois channel, consisting of three spans of 150 feet each constructed on the same principle.

Davenport is the capital of Scott County, Iowa, and one of the most flourishing towns in the State. It is situated 320 miles from St. Louis, and 60 miles east from Iowa City. "During low water, the navigation is obstructed by the rapids, which extend 20 miles above Davenport. The scenery around the town is scarcely surpassed by any on the river. Two or three newspapers are published in the town. Stove coal is so abundant and cheap in the vicinity that steam power is used chiefly for manufacturing purposes."

Since the completion of the above bridge, it has greatly increased the through traffic to and from Chicago and the West, as it is the depot where all the agricultural and mineral wealth of the State of Iowa is received, and from thence distributed, per railroad and river steamers, in all directions. Few places we could name present greater likelihood of rapid progress than Davenport.




## TRIP ON THE UPPER MISSISSIPPI,

FROM PRAIRIE DU CHIEN AND ST. PAUL.

A CORRESPONDENT, who made this trip last summer, has furnished us with the following notes, which we have illustrated with several sketches of some of the most important places and objects of interest on the route. He thus writes:—

It may be as well to say, that tourists, bent on this trip, can take the railway cars from either Chicago, Milwaukee, Madison, or any of the principal points of rail terminating at Prairie du Chien.

At 11.30, A. M., therefore, we left Milwaukee (Wisconsin) by the train, on a most lovely day, a fresh breeze tempering the blazing heat of old Sol, which rendered his rays more agreeable.

After whirling along pretty rapidly and smoothly, we found ourselves at a station called the Y station, a little beyond the town of Milton, and the junction of the line from Chicago, where the tourists and travellers, going to Prairie du Chien and North, meet with those from Milwaukee.

Started from this point, we bowled along over the beautiful sward of what is considered up there the unrivalled rock-prairie. Gliding swiftly along, we in course of time, (4, P. M.,) reached Madison, the capital of Wisconsin. (See Madison.) Started from Madison, we pursued our journey down the valley of the Black Earth—named so, we presume, from the rich, black soil of the valley—whose richness, some say, will never wear out, and never require manure. After passing through the ever-varying landscape of that beautiful valley, we soon reach Mazomaine—where there is an excellent refreshment saloon.

From this stopping-place, we proceeded on, with the shades of evening beginning to close upon us, till we reached the valley of the Wisconsin, and through some neat villages which the rail has called into existence. The Wisconsin, which flows here—the cars crossing it 3 times—is something of the character of the Missouri, rather shifting in its course, rendering, by its sand banks, the navigation rather difficult. By and by, we arrived, at about 9, P. M., at Prairie du Chien. (See Prairie du Chien.)

Having alighted from the cars, we soon found ourselves on the bank of the mighty Mississippi.

Arrived, therefore, at Prairie du Chien, the tourist will find his way on board the "Milwaukee," or some other steamer in waiting—unless it be that some of last year's steamers have "gone up in a cloud of smoke," or down into the "fearful abyss," in a determined heat with some opposition boat, since last July.

On board the "Milwaukee," however, we found ourselves, a little after 9, P. M., bound for the "Far West," still scarcely realizing any thing particular, but that we were embarking on board at Gravesend on a trip up the Thames to London, only that the splendid steamer, and her comforts, (unknown in river navigation in Great Britain,) brought us to our recollection that we were, as some Americans would say, "considerable" from home, being at Prairie du Chien, about 1300 miles from New York, and some 4800 miles from London, (Eng.,) and with other 300 miles up the Mississippi before we reached St. Paul.

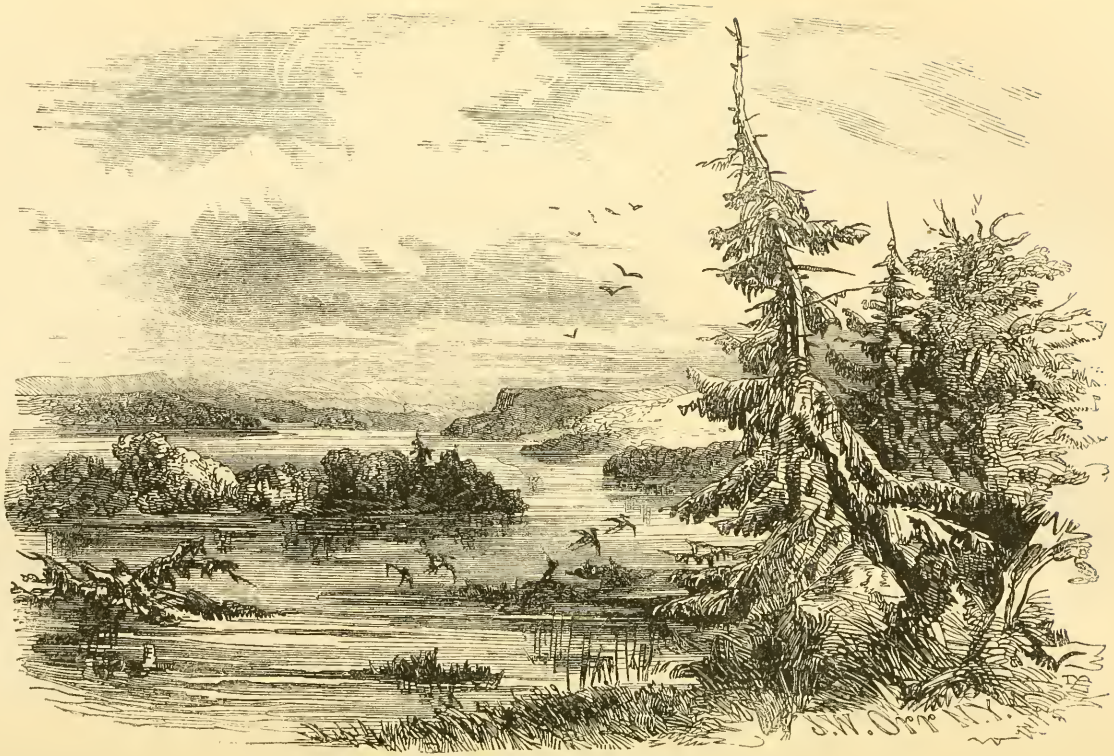
First thing to do, was to secure a state-room for the night, which being done, we soon found ourselves in the upper part of the vessel, seeing what we could all "by moonlight alone." Nothing, however, was to be seen but the mighty river stretching far in front and behind us. As we were not to start till next morning, we were soon compelled to seek the retirement of our state-room for the night.

Next morning found us at an early and excellent breakfast, after which we were on deck. At 9, A. M., the night mail train, from Milwaukee and the East, brought up the mails and passengers, which, after being all safely on board, we started off on our way north. Having formed the acquaintance of some pleasant company, on board, we soon found ourselves sometimes playing at draughts, hearing music, or admiring the beauties of the river scenery, and so morning, noon, and evening, passed away. The scenery on the river is truly fine; in some parts the little islands forming, with their green-clad vegetation, a miniature "Thousand Islands."

The sides of the river were covered, for the most part, with their summer attire of shrubbery, the high bluffs showing forth in bold relief.

By-and-by we reach La Crosse and Wenona, two of the best looking, and busiest towns on the Upper Mississippi. Between these two towns and Trempeleau, the scenery became very fine, and what, with a beautiful sunset, (sunsets scarcely known in Britain,) beamed forth a perfect blaze of rich crimson light, tinting the islets on the river, and the tops of the bluffs on each side, altogether forming a panorama beyond our powers of description. Gradually the sun departed in the western horizon, and withdrawing with him the glorious scene before us—till at length it disappeared—leaving us only the very short interval of twilight, before we again found ourselves in the saloons, all lighted for the enjoyment of the night. Any one who has the good fortune to see such a sunset on the Mississippi will never forget it. It is different from the sunsets, even in Canada, New York, and on Lake Erie, but still more different, from what may be seen from off Hampstead Heath, when the loud hum of the day's bustle in London, (Eng.,) is dying away toward the close of the day—from off Edinburgh Castle, when the sun is receding behind the hills in Stirlingshire, sending his lurid glare of light down the Firth of Forth, till it touches the Inchkeith Lighthouse, and lighting up the whole of the new town of Modern Athens, (Edinburgh, Scot.,) and gilding, with his rays, the tops of the hills in Fifeshire, Perthshire, and other portions of the highlands of Scotland—or when he would be bidding farewell to the day, as he tinted up the tops of the high hills, between Taymouth Castle, and the pass of Killiecrankie, sending a flood of light down the glens and valleys of Loch Tay, and Kinloch Rannoch. Sublime as these sunsets are, the tourist

VIEW OF THE MAIDEN ROCK, ON THE MISSISSIPPI.



A VIEW ON THE UPPER MISSISSIPPI RIVER,

BETWEEN LAKE PEPIN AND ST. PAUL.

will find in the sunsets of the "far west" a greater richness and vividness of colouring—and being over a different character of country—the wide-sweeping prairie on the one hand, and the bluffs on the river on the other—such as cannot fail to strike him at once with admiration as to their extent and beauty.

That evening we went up the Mississippi; there was a very gay and happy company on board, so towards evening, the music brought some of the company to their feet to dance, till at last it ended in a regular ball. The time flew rapidly past, as may be supposed, amidst such excitement and hilarity, till at length the "wee short hour" on the other side of 12 announced it was bedtime. Some of the party sat up on the upper deck all night, to enjoy the scenery of Lake Pepin (which we had now approached) by moonlight.

Lake Pepin is 35 miles long, 2 to 5 miles wide, and from 50 to 100 feet deep. Sometimes it blows hard on this lake, so much so, that the river-boats, not being constructed to stand either a "sou'-wester" or a "nor'-wester," sometimes lay-to all night, till it is safe for them to venture further. On this occasion, it was a beautiful night, so we went a-head on its placid waters. About 2, A. M., we passed the "Maiden Rock," on the lake, and shortly afterwards we were again on the river, the lake forming a large expanse of the river, similar to the lakes on the River Ottawa, C. W., forming in succession as they do that beautiful river.

The town of Prescott was next reached. Situated at the mouth of the St. Croix River, it is the most north-westerly town of Wisconsin. The location is a very pretty one, and we understood it continues to be a fast rising town. By-and-by, about 9, A. M., we descried the "city" of St. Paul "looming in the distance." After passing the business portion of the town, we landed at the wharf there, and set foot on the terrritory of the far-famed Minnesota, and in its capital, St. Paul.

## ST. PAUL.

On our visit, St. Paul, like every other place, was affected with the prevailing epidemic, of "hard times," which had checked the ardour of some of her speculative citizens quite as much as it had done those of older cities. Consequently the town was dull, and also most of the people in it. All, however, with plenty of pluck, confident, that ere long, the little north-west city must of necessity go a-head again, and not stop till she is up sides with some of her south and easterly sister cities. Unlike most American towns, the streets of St. Paul are narrow, which we fancy will be regretted ere long. The streets, moreover, like those of New York, were dirty, and in bad order, but no doubt that in time will be rectified. The suburbs of St. Paul, however, are very beautiful, and many of the private residences, on the higher parts of the town, are very handsome and attractive. The population of St. Paul is variously estimated at from ten to fifteen thousand, of which a large proportion—probably a third—are foreigners; it contains a capitol and other public buildings, seven or eight churches, among which are two Episcopal, two Roman Catholic, two Presbyterian, and one or two Methodist and Baptist. The Romanists are also putting up a fine college, decidedly the handsomest public building in the place. The limestone, with which the whole town is underlaid, affords an admirable building stone, being very durable, handsome, and distributed in layers so as to be most conveniently worked.

There are three daily and three weekly papers published, which seem to have a large circulation, and to be ably conducted. There are also two German and a Norwegian paper, and one or two other small publications.

The principal street fronts the river for about two miles, and is lined with large stores of all kinds, to supply the increasing trade of that north-westerly region. The principal hotel is the Fuller House—a magnificent house, erected at a cost of $100,000, and fitted up with every modern comfort and convenience.

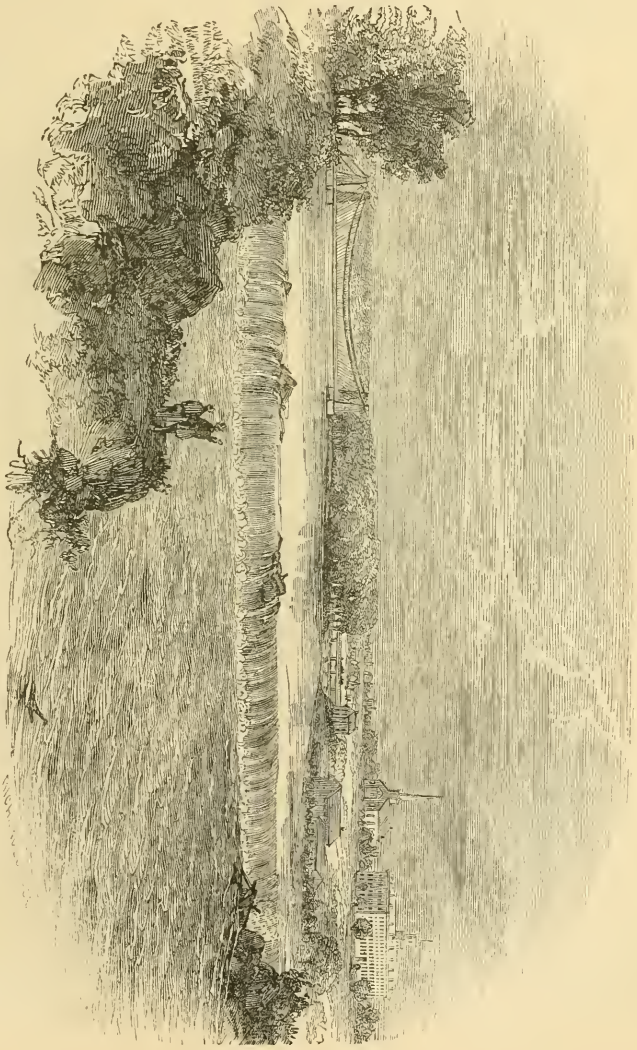
There are five railroads in this State, just commencing, or in course of completion: the Minnesota and Pacific—running from St. Paul to a point on the Missouri River; the North-western—from St. Paul to Lake Superior; the Cedar Valley and Minneapolis—

SAINT PAUL—CAPITAL OF MINNESOTA TERRITORY.

AT THE HEAD OF STEAMBOAT NAVIGATION ON THE MISSISSIPPI, 1542 MILES FROM NEW YORK; FULLY 2000 MILES FROM NEW ORLEANS.

from Minneapolis to Iowa line; the Transit and Root River—coming from Prairie du Chien; and the other from La Crosse, uniting at Rochester, and then continuing to St. Paul. These roads are all in progress, and Minnesota will soon have her network of railways, which will develope her resources, and give her a proud position among her sister States. (See View of St. Paul, next page.)

*En passant*, we may mention, that some of the merchants of St. Paul, who import their goods from Britain, do so direct from Liverpool via New Orleans, thence per steamer on the Mississippi. The saving is such, that the whole cost of transportation from Liverpool to St. Paul is very little more than the mere charges of transhipping *at New York*, and the freight *from there* to St. Paul. We have no doubt many importers on the other ports on the Mississippi and the Missouri will be following the example of the St. Paul merchants, the inland carriage from the Atlantic seaboard being extremely heavy on goods bound for the west and north-west provinces.



SUSPENSION BRIDGE BETWEEN MINNEAPOLIS AND FALLS OF ST. ANTHONY, MINNESOTA.

## ST. PAUL TO ST. ANTHONY AND FALLS OF MINNEHAHA.

Engaging a horse and buggy at the Fuller House Hotel, we soon found ourselves en route for the falls, and a most delightful drive it is, over fine rolling uplands, covered with the precious staff of life, and waving and surging under the gentle breeze, ripening for the mower, and then to be sent abroad, perhaps thousands of miles, to feed the hungry in some of the cities in the east, or even Great Britain. On both sides of the road the landscape is beautiful, now and then showing glimpses of the Mississippi in the distance. At length we reached St. Anthony. Much as we have heard of the situation of St. Anthony, as the site for a manufacturing city, we did not expect to see so good a location for that purpose, and were, therefore, agreeably disappointed. The water-power is unlimited and inexhaustible—the great desideratum for a manufacturing city. The surrounding country is very fertile and the climate salubrious, in fact, similar to the more northerly portions of Canada West, with hot summers, tempered by the breezes from the west, with a very cold but dry atmosphere in winter.

MINNEHAHA FALLS—"THE LAUGHING WATER."

At St. Anthony, the Mississippi has a perpendicular fall of 18 feet—the first which occurs in ascending the river.

The site of the village is on an elevated plain, and commands a fine view of the Falls, and is distant about 8 miles by land from St. Paul.

The University of Minnesota is established at St. Anthony, besides which, it contains 5 or 6 churches, about 30 stores, 2 newspaper offices, and several saw-mills, and other manufacturing establishments. The post-office is named St. Anthony's Falls. Population, about 2,500.

Opposite to the town of St. Anthony, is Minneapolis, on the opposite side of the river.

At night we stayed at St. Anthony. Next day we set out on a visit to Fort Snelling and Minnehaha. After crossing the suspension bridge, we soon found ourselves in Minneapolis, and at the celebrated Falls of Minnehaha—"the laughing water"—"the smile of the great spirit"—which will be found the prettiest little fall imaginable, complete in all its parts. A clear, sparkling stream comes rushing along the prairie, until it suddenly takes a leap of 60 feet over the precipice, and is lost in a deep dell, the sides of which are covered with shrubbery of luxurious growth. The rock over which the stream leaps, has been worn into an arch, and one can pass to and fro underneath, between the falls and the rock, with little or no inconvenience.

The recess behind the fall extends back nearly 50 feet, and, from that point, an extraordinary beautiful view of the fall is obtained, as the sun shines on the outside of it. The tourist can pass in at one side behind the fall, and find egress at the other side.

From the world-wide known Indian poem of Hiawatha, by Longfellow, we annex a few verses, descriptive of the scene now under notice:—

"Only once his pace he slackened,
Only once he paused or halted—
Paused to purchase heads of arrows
Of the ancient arrow-maker,
In the land of the Dacotahs,
Where the Falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley.

"There the ancient arrow-maker
Makes his arrow-heads of sandstone,
Arrow-heads of chalcedony,
Arrow-heads of flint and jasper,
Smoothed and sharpened at the edges,
Hard and polished, keen and costly.

"With him dwelt his dark-eyed daughter,
Wayward as the Minnehaha,
With her moods of shade and sunshine;
Eyes that smiled and frowned alternate,
Feet as rapid as the river,
And as musical as laughter;
And he named her from the river,
From the waterfall he named her
Minnehaha, Laughing Water.

"Was it here for heads of arrows,
Arrow-heads of chalcedony,
Arrow-heads of flint and jasper,
That my Hiawatha halted
In the land of the Dacotahs?

"Was it not to see the maiden,
See the face of Laughing Water,
Peeping from behind the curtain;
Hear the rustling of her garments
From behind the waving curtain,
As we see the Minnehaha
Gleaming, glancing through the branches,
As one hears the Laughing Water
From behind its screen and branches?"

Altogether, it is a beautiful sight, in a most romantic spot, and should not be neglected by the tourist when at St. Paul. About 2 miles from the Falls, is situated Fort Snelling, sitting on the crest of a bold promontory, between the Mississippi and Minnesota Rivers. See Fort Snelling.)

Before leaving St. Paul, the tourist will find a cave about 2 miles from the town, worthy of a visit. It is a subterranean curiosity in its way. Through it flows a stream of water, pure as crystal. The rock overhead is quite soft. To penetrate it, one or two guides are necessary with lights. Near the further end of it, there is said to be a small waterfall, and all in search of the wonderful underground should visit it to its utmost extremity. Starting from Milwaukee on Tuesday forenoon, we thus spent that night on board at Prairie du Chien, Wednesday night on board on Lake Pepin, and landed in St. Paul on Thursday morning at 9 o'clock. Saw all about St. Paul on Thursday; went to see the Falls and Fort Snelling on Friday, and returned to St. Paul on Saturday; Sunday, went to a neat little church there (Episcopal). On Monday afternoon, at 4 o'clock, we started on our return trip, accomplishing the distance from St. Paul to Prairie du Chien, 302 miles, in 17 hours, being fully 7 hours less time than we took to go up—the stream, of course, being against us on our upward trip.

## LAKE SUPERIOR.

One of the trips now enjoyed by hundreds every year, from different parts of the United States and Canada, is that made by the splendidly appointed steamers which sail from Cleveland (Ohio) to the head of Lake Superior—touching at Detroit and Mackinaw. Passengers will also find steamers from Chicago for same points. The distance for the whole trip round is about 2000 miles. Time occupied about 8 days. Fare, $44 (£8 16s., stg.,) including the very best accommodation and meals.

In the summer season, it is one of the most delightful and invigorating trips which can be taken.

The commerce of the Lake Superior districts, as is well known, consists chiefly in copper and iron, from the mines situated in different parts.

The value of copper shipped in one year, from Ontonagon—the largest mining depot, and second town in size on the lake—exceeded $1,000,000 (£200,000, stg.).

From Marquette, it was expected that 200,000 tons of iron would be shipped last year. The other mining establishments are at the towns of Eagle River, Eagle Harbour, Copper Harbour, Bayfield, Lapoint, Bay City, Ashland, Grand Island City, Du Luth, etc., etc.

The City of Superior, situated on the Bay of Superior and Nemadji River, at the head of the lake, is the most important town. It was laid out in 1853. The population in January, 1857, was over 1,500—with 340 houses. In addition to being approached from Cleveland and Chicago, it is also reached from St. Paul, Minnesota, via the St. Croix and Brulé Rivers, per canoes.

With regard to the climate of the Lake Superior country, many erroneous impressions are entertained.

Professor David Dale Owen, the government geologist, in his report, says:—

"The health, even of the more marshy portions of this district, seems better than, from its appearance, one might expect. The long, bracing winters of these northern latitudes exclude many of the diseases which, under the prolonged heat of a southern climate, the miasm of the swamp engenders. At the Pembina settlement (in latitude 49°), owned by the Hudson's Bay Company, to a population of five thousand there was but a single physician, and he told me, that without an additional salary allowed him by the Company, the diseases of the settlement would not afford him a living."

Another writer says:—"None of the American lakes can compare with Lake Superior in healthfulness of climate during the summer months, and there is no place so well calculated to restore pressing miasms of the fever-breeding soil of the Southwestern States. This opinion is fast gaining ground among medical men, who are now recommending to their patients the healthful climate of this favoured lake, in preference to sending them to die in enervating southern latitudes.

"The waters of this vast inland sea, covering an area of over 32,000 miles, exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced is highly favourable to animal and vegetable life. *The most delicate fruits and plants are raised without injury,* while four or five degrees further south they are destroyed by the early frosts."

Amongst the exports from there, we find "10 tons of Raspberry Jam," consigned to a party in Cleveland.

## THE PICTURED ROCKS, LAKE SUPERIOR.

The subject of the sketch on the next page, is one of the most extraordinary natural curiosities which the region of the far north districts of America present.

The "Pictured Rocks" are situated on the eastern shore of Lake Superior at its outlet at St. Mary's River. The author of "Wisconsin as it is," in his description of Lake Superior, says:—

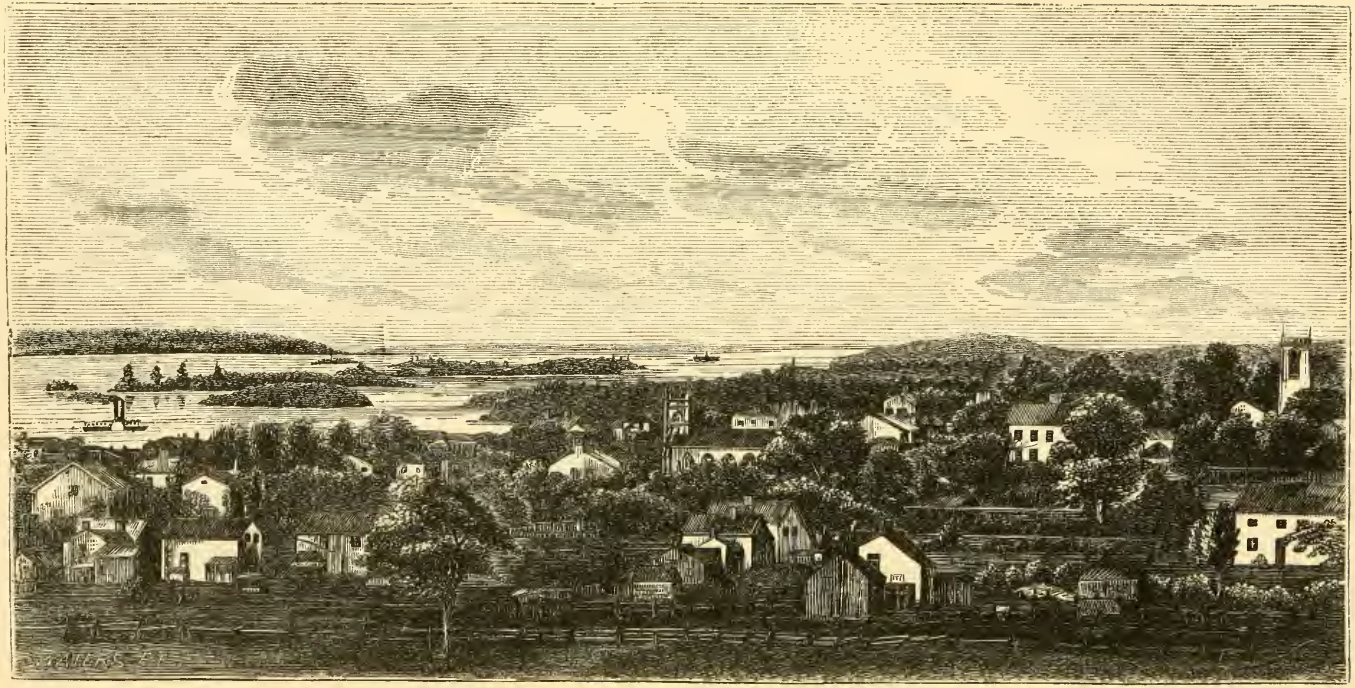
"But its greatest attraction is the 'Pictured Rocks,' which commence at this point and extend east about ten miles, and are so called from the various forms and colours presented by the rocks forming the shore of the lake. These rocks are of fine laminated sandstone, rising from 150 to 300 feet above the water level, and received the name of 'Pictured' from the brilliant colours formed from the oxides and sulphurets of metals, and vegetable fungi, which, by combination, form the most various pictures, and which, by the least imagination, assume the forms of ancient temples, religious processions, prairies, buffalo hunts, portraits, humorous scenes, until one is almost persuaded he is looking upon the magnificent masters, and not of nature. Among these, cataracts, falls and rivulets are pitching down in mighty volume, or dissipating their torrents into smoky mist."

THE PICTURED ROCKS, LAKE SUPERIOR.

## DESCENT OF THE RAPIDS ON THE ST. LAWRENCE.

One of the most exciting trips, we believe, to be enjoyed in America, is the descent of the rapids of the St. Lawrence, in one of the steamers which now ply between Toronto, Kingston, and Montreal, affording a treat of no ordinary description, so far as the rapids are concerned—even in themselves—but doubly so, when, in the same trip, the far-famed scenery of the Lake of the Thousand Islands may be seen to great advantage, as the steamers, which descend the rapids, pass through them. For a description of a descent of the rapids we copy the following from Hunter's Guide to the St. Lawrence:—

STEAMERS DESCENDING LOST CHANNEL, LONG SAULT RAPIDS, ST. LAWRENCE,
WITH STEAMER ASCENDING THE RIVER, VIA CANAL.



THE THOUSAND ISLANDS ON THE ST. LAWRENCE.

FROM A PHOTOGRAPH TAKEN AT BROCKVILLE, CANADA WEST.

### LAKE OF THE THOUSAND ISLANDS.

The steamer, after leaving Kingston, C. W., or Cape St. Vincent, on the American side shortly after approaches the far-famed Lake of the Thousand Islands. These islands appear so thickly studded that the appearance to the spectator, on approaching them, is as if the vessel steered her course towards the head of a landlocked bay which barred all further progress—coming nearer, a small break in the line of shore opens up, and he enters between what he now discovers to be islands, and islands which are innumerable—now he sails in a wide channel between more distant shores, again he enters into a strait so narrow that the large paddle boxes of the steamer almost sweep the foliage on either side as she pursues her devious course—now the islands are miles in circumference, and again he passes some which are very small, shaded by a single tiny tree occupying the handful of earth which represents the "dry land." On all, the trees grow to the water's edge, and dip their outer branches in the clear blue lake. Sometimes the mirage throws its air of enchantment on the whole, and the more distant islands seem floating in mid-heaven—only descending into the lake as a nearer approach dispels the illusion, and when the rushing steamer breaks the fair surface of the water, in which all this loveliness is reflected as in a mirror—to quote the words of Warburton, "the eye does not weary to see, but the head aches in even writing the one word—beauty—wherever you steer over this sweet scene beauty—beauty still." To see and really enjoy and appreciate the charms of the Lake of the Thousand Isles, one ought to visit it in a small boat, and spend many days amid its labyrinths; but we are on board a steamer, and must be content with the passing glance which her rapid and noisy course affords. An hour, or less even, and we are through,—the Islands and the mighty Ontario are left behind, and we now emerge into the majestic river, though not to disappointment, for all is grand and beautiful still.

As the steamer proceeds onwards the traveller, as he looks on the river from time to time, will soon remark that the current gains strength, eddies begin to sweep round in wide circles, and the upheaving surges, gently at first but angrily as you proceed, boil and roar around and beneath your vessel—on she goes, faster and still faster—look ahead, the white-crested breakers meet your eye; while you look, you are in the midst of them, and again you are out into smoother but still rapid water. In this way you pass down the upper rapids—the Galops, Point Iroquois, and some others which do not strike you as any thing remarkable. But now the water becomes again agitated, and boils and roars as it rushes down the Long Sault.

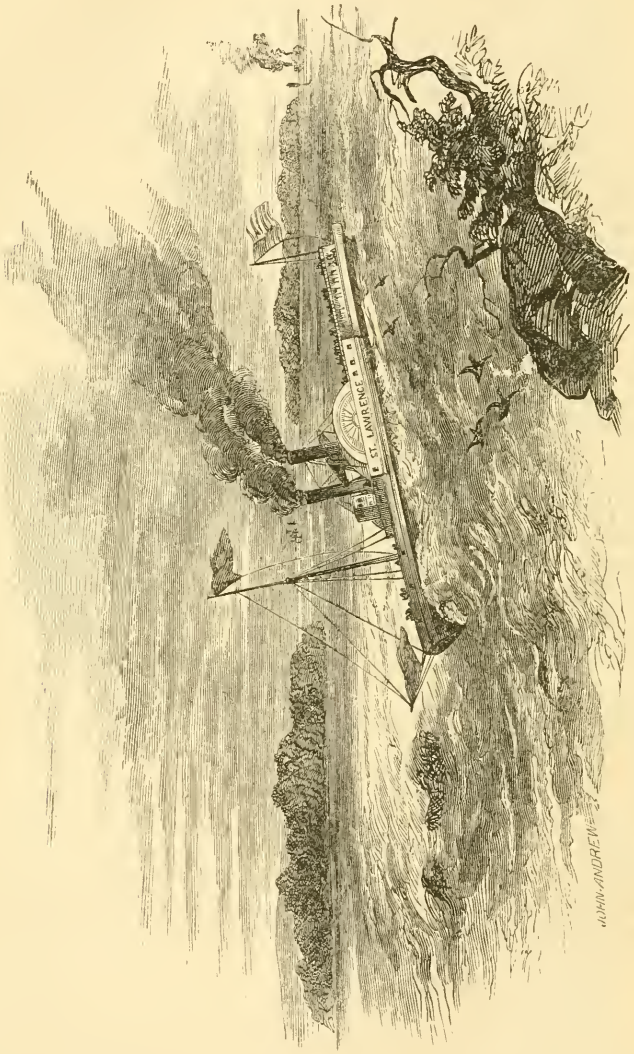
### LONG SAULT RAPID, ON THE ST. LAWRENCE.

This is a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current, that a raft, it is said, will drift the nine miles in 40 minutes.

### SHOOTING THE LONG SAULT.

This is the most exciting part of the whole passage of the St. Lawrence. The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the vessel enters within their influence, the steam is shut off, and she is carried onward by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm; the noble boat strains and labors; but, unlike the ordinary pitching and tossing at sea, this going down hill, by water, produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current. Great nerve, and force, and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid; for if she diverged in the least, presenting her side to the cur-

rent, or "broached to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder; and for this purpose the mode of steering affords great facility, for the wheel that governs the rudder is placed ahead, and, by means of chain and pulley, sways it. But, in descending the ra-




STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.

pids, a tiller is placed astern to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the peril of descending a rapid, when it requires four men at the wheel, and two at the tiller, to insure safe steering. Here is the region of the daring raftsmen, at whose hands are demanded infinite courage and skill; and, despite of both, loss of life frequently occurs.

Large steamers, drawing seven feet water, with passengers and the mails, leave the foot of Lake Ontario in the morning, and reach the wharves at Montreal by daylight, with-

out passing through a single lock. At some of the rapids there are obstacles preventing the descent of deeply-laden craft; but the government are about to give the main channel in all the rapids a depth of ten feet water, when the whole descending trade by steam will keep the river, leaving the canals to the ascending craft.

After passing Cornwall (which is the boundary line between United States and Canada) and the Indian village of St. Regis opposite, the steamer approaches Lake St. Francis.

### LAKE ST. FRANCIS.

This is the name of that expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extends to Coteau du Lac, a distance of 40 miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway, of this lake.

Coteau du Lac is a small village, situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. Just below the village are the Coteau Rapids.

Cedars.—This village presents the same marks of French origin as Coteau du Lac. In the expedition of Gen. Amherst, a detachment of three hundred men that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is a peculiar motion of the vessel, which, in descending, seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person, unacquainted with the navigation of these rapids, will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike; but a skilful hand is at the helm, and in an instant more it is passed in safety.

Beauharnois is a small village at the foot of the Cascades, on the south bank of the river. Here vessels enter the Beauharnois Canal—with 9 locks—and pass around the rapids of the Cascades, Cedars, and Coteau, into Lake St. Francis, a distance of 14 miles. On the north bank, a branch of the Ottawa enters into the St. Lawrence. The river again widens into a lake called St. Louis, 24 miles long. From this place a view is had of Montreal Mountain, several miles distant. In this lake is Nun's Island, which is beautifully cultivated, and belongs to the Gray Nunnery at Montreal. There are many islands in the vicinity of Montreal, belonging to the different nunneries, and from which they derive large revenues.

La Chine.—This village is 9 miles from Montreal, with which it is connected by railroad. The La Chine Rapids begin just below the town. The current is here so swift and wild, that to avoid it, a canal has been cut around these rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Montreal.

At La Chine is the residence of Sir George Simpson, Governor of the Hudson's Bay Company, and of the officers of this, the chief post of that corporation. It is from this point that the orders from head-quarters in London are sent to all the many posts throughout the vast territory of the company; and near the end of April each year a body of trained *voyageurs* set out hence in large canoes, called *maîtres canots*, with packages and goods for the various posts in the wilderness. Two centuries ago, the companions of the explorer Cartier on arriving here, thought they had discovered a route to China, and expressed their joy in the exclamation of La Chine! Hence, the present name, or so at least says tradition.

Caughnawaga.—This is an Indian village, lying on the south bank of the river, near the entrance of the La Chine Rapids. It derived its name from the Indians that had been converted by the Jesuits, who were called "*Caughnawagas*," or "praying Indians." This was probably a misnomer, for they were distinguished for their predatory incursions upon their neighbours in the New England provinces. The bell that now hangs in their church, was

the "proceeds" of one of these excursions. The Indians at Caughnawaga, subsist chiefly by navigating barges and rafts down to Montreal, and in winter by a trade in moccasins, snow-shoes, etc. They are mostly Roman Catholics and possess an elegant church. The village of La Prairie is some seven miles below Caughnawaga, or Village of the Rapids, after which the steamer sails on for a few miles, and reaches the city of Montreal. (See *Montreal.*)

## NIAGARA FALLS TO THE LAKE OF THE THOUSAND ISLANDS.

BY STEAMER ON AMERICAN SIDE OF ST. LAWRENCE.

From the outlet of the Niagara at the Fort of that name to the boundary line 45°, the entire littoral is in the State of New York, and comprises in succession the counties of Niagara, Orleans, Monroe, Wayne, the northern corner of Cayuga, Oswego, Jefferson, and St. Lawrence. The last, along its entire western frontier, and a half of Jefferson county, are bounded by the river. From Fort Niagara to the mouth of the Genesee River, in Munroe county, a distance of about 85 miles, the coast presents an almost undeviating level under the primeval brush-wood, relieved by a few scattered clearances.

Should the tourist, on ascending the Genesee to Carthage, which is the port of Rochester, resolve upon visiting this city, he will find enough to engage and gratify his curiosity till he resumes his journey by the next steamer. This large commercial and manufacturing town owes its greatness mainly to the "water privileges" which the proprietors on the banks of the Genesee here possess. For a considerable way above the Upper Falls, the banks are on both sides surmounted by a great variety of mills. Its proximity to Lake Ontario, and the passage of the Erie Canal through its principal streets, contribute materially to its prosperity.

Oswego, the principal commercial port on the American side of the lake, is pleasantly situated at the mouth of the river of that name. The principal part of the town is on the western bank, and has a neat and stirring appearance. On the opposite bank are some large mills, and here terminates the Oswego Canal from Syracuse, distant about 38 miles, and the railway from the same place. About half-way betwixt Carthage and Oswego is Great Sodus Bay. At the eastern extremity of the lake, on the south side of Black River Bay, lies, in a very sheltered situation, Sacket's Harbour. This was the naval station of the United States on the lake during the last war with Great Britain. After reaching Cape St. Vincent and proceeding onwards, for about 20 miles, the steamer reaches French Creek, after which the vessel will stop at Clayton, and Alexandria, from which points excellent views of the "Thousand Islands" will be obtained. (See Lake of the Thousand Islands.)

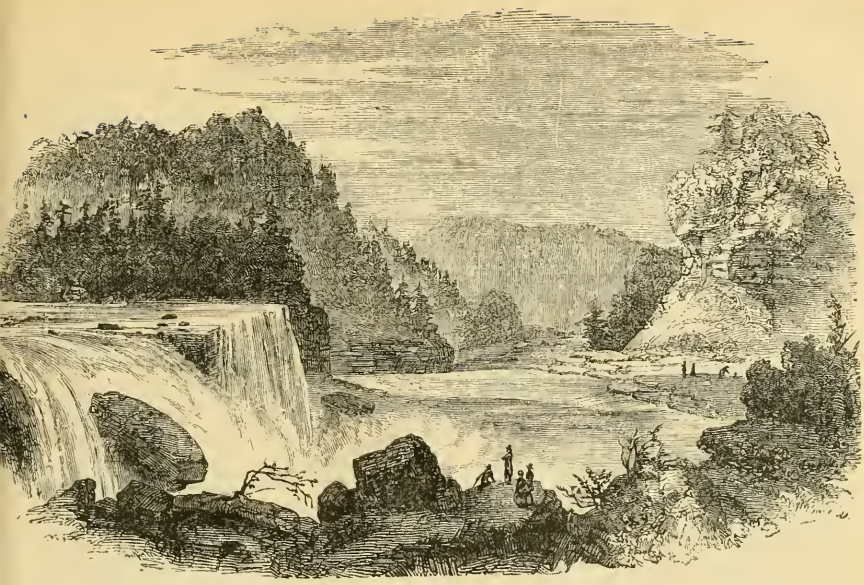
## TRENTON FALLS, STATE OF NEW YORK.

The tourist proceeding from New York, by the New York Central Railroad from Albany on his way to Niagara, will find himself well paid by a visit to the Falls of Trenton, which are situated on the Utica and Black River Railroad, and 15 miles N. by E. of the Town of Utica, in the County of Oneida. Trenton Falls consist of a series of 6 falls within the distance of two miles, with an aggregate fall of 312 feet, and present a sight more remarkable for the wild and romantic situation in which they are, than for their great volume of water.

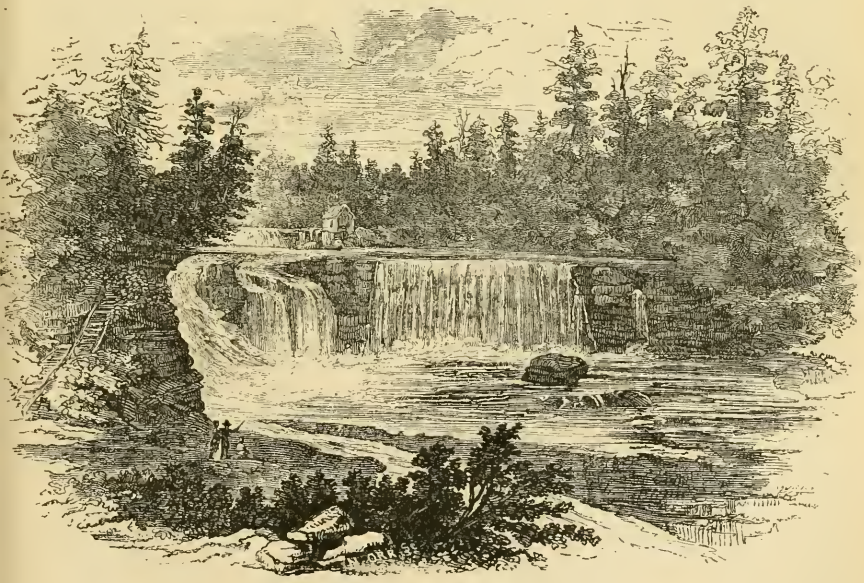
The name of the stream on which these falls are, is known as West Canada Creek, which flows through a densely-wooded country—particularly near the falls—of which no sign is to be seen till the tourist comes upon them at the edge of the gorge where they are situated, and down which the water rushes with great violence, as it comes from the falls, only to be lost to sight in the dark recesses of the wooded ravine. In one place, the height of the embankment is 140 feet perpendicular.

At the upper falls the descent is 20 feet, from which the water rushes on to the second falls, called the Cascades. (See engraving.)

The third fall is named the Mill-dam, and, a little below, are the High Falls, which has a perpendicular fall of 109 feet. (See engraving.) Sherman's Falls—named so after Rev. Mr. Sherman, who lost his life there—form the fifth fall, with a descent of about 40 feet, until the last of this exquisite series of falls is reached, named Conrad's Falls.



THE HIGH FALLS, TRENTON FALLS.



THE CASCADES, TRENTON FALLS.

## SPRINGS, AND WATERING-PLACES.

For the information of tourists we annex particulars of a few of the most celebrated summer resorts, compiled from extracts derived from the most reliable sources, to which we have added such information as we possess from our own acquaintance with the various localities and routes which, together with the views presented, neatly engraved from photographs taken last year, will, we trust, be of some assistance to the stranger who wishes to become acquainted with some of the most celebrated localities in America.

"CAPE MAY, N. J.—This place, situated at the mouth of Delaware Bay, on the N. E. side, has, for a number of years past, become an attractive watering-place, much frequented by the citizens of Philadelphia and others. During the summer season, a steamboat runs from the city to the Cape, and affords a pleasant trip. The beach is unsurpassed as a bathing-place, and the accommodations for the entertainment of visitors are of the first order. Distance from Philadelphia, 102 miles."

COHOES FALLS are situated on the River Mohawk (State of New York,) about 2 miles from its mouth, and close to the railroad from Troy, passing along which a glance can be had of them, pouring down a perpendicular rock 70 feet deep.

"MAMMOTH CAVE, KY.—This stupendous wonder of nature is situated in Edmonson county, about 90 miles S. from Louisville, and about equally distant, in a N. E. direction, from Nashville, Tenn. The tourist leaves the stage road about 6 miles from the entrance to the cave, and passes through some of the most romantic and beautiful scenery. It is only within a few years that this cave has been very extensively explored; and it is still supposed that but a small part of it, in comparison with the whole, has ever been trodden by the foot of man. It has been estimated that the length of all the different avenues and branches, when added together, would make more than 600 miles. As far as known, there are in the cave 246 avenues, 47 domes, 8 cataracts, and 23 pits. The darkness, deeper than that of the blackest midnight, which pervades these subterranean recesses, and which is little more than rendered visible by the torches which the visitors carry with them, renders it difficult for the spectator to form any thing like an adequate idea of its vast dimensions, its great heights and depths in the different apartments, and of the singularity and beauty of the natural decorations they contain.

"It is a curious fact that fish without eyes have been caught in the rivers of this cave. They have been dissected by skilful anatomists, it is said, who declare that they are without the slightest indication of an organ similar to the eye, and also that they possess other anomalies in their organization interesting to the naturalist. These fishes are from 3 to 6 inches in length.

"The waters of the cave are of the purest kind; and, besides the springs and streams of fresh water, there are one or two sulphur springs. There are streams, lakes, and waterfalls of sufficient width and depth to compare with the world above ground. Some of these rivers, as they are called, are navigated by boats of sufficient size to carry 12 persons; and one of them, called the Echo, is said to be broad and deep enough, at all times, to float the largest steamers. The rivers of the Mammoth Cave were never crossed till 1840. Some of them flow in deep channels, the sides of which rise high above their ordinary level. After heavy rains, they are sometimes swollen so as to rise more than 50 feet. At such times the streams, and especially the cataracts, of the cave, exhibit a most terrific appearance. Great exertions have been made to discover the sources of these streams, and where they find their outlets: yet they still remain, in this respect, as much a mystery as ever.

"It would be impossible, within the limits of this article, to describe in detail the many objects of curiosity and scenes of grandeur which are to be found in the apparently interminable recesses of the Mammoth Cave. The names of some of the principal apartments, are Giant's Coffin, the Labyrinth, the Cascade, Gorin's Dome, the Bottomless Pit, the Winding Way, the Bandit's Hall, Great Relief Hall, River Hall and Dead Sea, Natural Bridge over the River Styx, (80 feet high,) Pass of El-Ghor, Crogan's Hall, City of the Tombs, Saint Cecilia's Grotto, Silliman's Avenue, Great Western Vestibule, Martha's Vineyard, Snowball Room, the Holy Sepulchre, Cleveland's Cabinet, Serena's Harbor, Fairy Grotto, Paradise, and others of a hardly less remarkable character.

"To select only from this list of wonders for the conclusion of our descriptions, we would offer the remarks of an intelligent clergyman, who lately paid a visit to the cave, upon that splendid hall known by the name of Cleveland's Cabinet. "The most imaginative poet," says this gentleman, "never conceived or painted a palace of such exquisite beauty and loveliness as Cleveland's Cabinet. Were the wealth of princes

bestowed on the most skilful lapidaries, with a view of rivalling the splendours of this single chamber, the attempt would be vain. The Cabinet was discovered by Mr. Patten of Louisville and Mr. Craig of Philadelphia, accompanied by Stephen, the guide, and extends in nearly a direct line about 1½ miles, (the guides say 2 miles). It is a perfect arch, of 50 feet span, and of an average height of 10 feet in the centre—just high enough to be viewed with ease in all its parts. The base of the whole is carbonate (sulphate) of lime, in part of a dazzling whiteness and perfectly smooth, and in part crystallized, so as to glitter like diamonds in the light. Growing from this, in endlessly diversified forms, is a substance resembling selenite, translucent and imperfectly laminated. Some of the crystals bear a striking resemblance to branches of celery; others, a foot or more in length, have the colour and appearance of vanilla cream candy; others are set in sulphate of lime in the form of a rose; and others roll out from the base in forms resembling the ornaments of a Corinthian column. Some of the incrustrations are massive and splendid, others are as delicate as the lily, or as fancy work of shell or wax. Think of traversing an arched way like this for a mile and a half; and all the wonders of the tales of youth—Arabian Nights, and all—seem tame, compared with the living, growing reality. Here and there, through the whole extent, you will find openings in the sides, into which you may thrust a person, and often stand erect, in little grottoes, perfectly incrusted with a delicate, white substance, reflecting the light from a thousand different points."

"It is quite impossible to give in a brief notice such as this, any thing like an adequate idea of this, one of the greatest wonders of the world. It must be visted to be appreciated.

"The route from Louisville, Kentucky, is by rail to Mumfordsville, and thence per stage for 21 miles. Time from Louisville to the cave, 15¼ hours. The train at Mumfordsville connects also with the railroad to Nashville. Superior hotel accommodations is to be found close to the cave, with guides, etc. The charges are very moderate.

"MOUNT VERNON, VA.—This venerated spot, where once resided the father of his country, and where his ashes now repose, is universally regarded with a sacred interest. It is on the W. bank of the Potomac, 15 miles S. from the city of Washington, and 8 from Alexandria. General Washington's mansion is still in a good state of preservation. The new tomb into which his remains were removed in 1830, and subsequently placed in a marble sarcophagus, is in a retired situation a short distance from the house. It is a plain but substantial structure of brick, with an iron gate at the sarcophagi of white marble, in which slumber, side by side, the mortal remains of that great and good man and of his amiable consort.

"The old tomb, in which the remains of Washington were first deposited, and which is now going to decay, is upon an elevation in full view from the river.

"A glimpse of this interesting spot may be had from the Potomac steamer, on its way from Washington to the railroad terminus at Acquia Creek. But to visit the place, it is necessary to stop at Alexandria, and take a private conveyance to Mount Vernon. The grounds are open to the public."

NAHANT, MS.—This is one of the oldest and most celebrated watering-places in New England, and a place to which many of the wealthy citizens of Boston, having provided themselves with pleasant cottages, resort in the summer months with their families.

"It is only 10 miles N. E. from Boston, by the steamboats continually plying in summer months. At this place are good fishing and fowling, and excellent accommodations; the ocean scenery is exceedingly beautiful in fair weather, and truly sublime in a storm."

PLYMOUTH ROCK, MS.—One of the most interesting spots connected with the history of America, being the point in New England where the Pilgrim Fathers landed from the Mayflower in the year 1620. The Rock is denominated "Forefathers' Rock,' is now buried under a warehouse with wharves around it. The town of Plymouth, in which the Rock is, is 37 miles from Boston by rail.

"ROCKAWAY BEACH, LONG ISLAND, N. Y.—This fashionable watering-place is on the Atlantic shore of Long Island, about 20 miles from New York. The principal hotel is the Marine Pavilion, which is a splendid establishment, erected in 1834, upon the beach, only a short distance from the ocean. There is also another hotel, which is well kept, and several boarding-houses, where the visitor or the invalid may enjoy the invigorating ocean breezes with less of cost and display than at the hotels. The most convenient route to Rockaway is by the Long Island Railroad to Jamaica, 12 miles from New York, and thence 8 miles by stage to the beach."

SARATOGA SPRINGS, N. Y.—This celebrated watering-place and summer resort, occupies the same position in America, as Harrowgate does in England, whilst the characteristics of both places are alike, in many respects.

They are the most celebrated springs in the United States, and the annual resort of visitors—from all parts of the world—who flock there in search of health, pleasure, and excitement.

"Large and splendid accommodations are provided in the various hotels and boarding-houses, which, in the season of company, are often thronged with visitors, presenting an animated scene of gravity, luxury, and display.

"The village, which is in the N. part of the township of Saratoga, is pleasantly situated on a sandy plain, in part surrounded by a beautiful grove of pines, having its principal street upon the W. margin of a narrow vale in which the springs are found. The hotels are large and numerous.

"Passengers for Saratoga from New York, take either the Hudson River or Harlem Railroads, or the steamboat to Albany or Troy; from Albany, via Albany, Vermont and Canada Railway; from Troy, via Rensselaer and Saratoga Railway. From Boston the traveller takes the Western Railway to Albany, Troy and Saratoga. Passengers from the West by the Central Railway stop at Schenectady. The route from the North is via Lake Champlain, and Whitehall and Saratoga Railway.

"SHARON SPRINGS, N. Y., are in the town of Sharon, in Schoharie county, about 45 miles west of Albany by the Cherry Valley Turnpike. They are also reached by stages from Canajoharie, on the Utica and Schenectady Railroad, from which place they are distant about 12 miles in a S. W. direction. They are pure and clear, and have been found to be highly efficacious in cutaneous, dyspeptic, and rheumatic complaints. They have an exhilarating effect upon the spirits, invigorating the system, and purifying the complexion, and in some respects possesses medicinal and healing properties unsurpassed by any in the country.

"The prospect from the Pavilion House towards the N. is almost unlimited, and by many considered harly inferior to that from the Catskill Mountain House. Its elevated situation, always securing a pure and braeing atmosphere, conspires with the use of the waters to render the residence of visitors here in hot weather delightfully salubrious and refreshing.

"Tourists proceed from Albany via New York Central Railway to Palatine Bridge, 55 miles, thence per stage for 10 miles over plank road.

"WHITE SULPHUR SPRINGS, VA.—These are the most celebrated and most generally visited of all the mineral springs of Virginia, and are to the south what Saratoga is to the north. They are situated on a branch of the Greenbrier River, in the county of the same name, on the western declivity of the Alleghany ridge, some 6 or 8 miles from the summit of the mountains. They are in an elevated and beautifully picturesque valley, hemmed in by mountains on every side. Thousands resort to them annually either to enjoy the benefit of the waters, or in pursuit of recreation and amusement.

"There are numerous routes to the Virginia springs, all of which within a few years have been greatly improved. One of the pleasantest and most expeditious routes from Baltimore is by the railroad thence to Harper's Ferry; thence by railroad to Winchester to Goshen. From Staunton there are two routes, one directlyacross the mountains, to the warm and hot springs; the other, via Lexington, to the Natural Bridge, and thence to the White Sulphur Springs. These springs are 304 miles W. of Baltimore.

"Parties from the South proceed to Wilmington, North Carolina, to Richmond, proceeding from Richmond to Lynchburg and thence by stage.

"WINNIPISEOGEE LAKE, N. H.—This lake possesses singular charms. However romantic and beautiful Lake George, the charmer of all travellers, appears in its elevation, the purity of its waters, its depth, its rapid outlet, its 365 islands which bespangle its bosom, its mountain scenery, its fish, its mineralogy, still, in all but its historic fame, it has a rival at the east, in the Winnipiseogee of New Hampshire.

"The lake is in the counties of Belknap and Carrol. Its form is very irregular. At the west end it is divided into three large bays; on the north is a fourth; and at the east end there are three others. Its general course is from north-west to north-east; its length is about 25 miles, and it varies in width from one to 10 miles.

"The waters of this lake not only serve as a lovely ornament to the scenery of this region, and as a means of recreation and amusement to the multitude who pass and repass upon them, but answer an important purpose as a great reservoir of power for the extensive manufacturing establishments at Manchester, Lowell, and other places which are located on Merrimac River, its outlet to the sea. The fall of this immense body of water, in its passage to the ocean, is so great that its power for manufacturing purposes can hardly be computed.

"The Indian name of Winnipiseogee, signifies 'The smile of the Great Spirit.'" (See White Mountains.)

WATER-CURE ESTABLISHMENT, CLIFTON SPRINGS.

About halfway between Lakes Geneva and Canandaïgua is situated the celebrated Clifton Springs, which are much resorted to, forming as they do one of the most pleasant and retired watering-places, within easy distance of some of the finest scenery in the Northern States.

Situated at those springs is the celebrated water-cure establishment of Dr. Forster. The house, although a very large one, yet is generally filled with patients, one of the best proofs of its excellent standing. The charge for board varies from $7 to $11 per week.

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"LAKE GEORGE, sometimes called LAKE HORICON.—This lovely sheet of water, basking in the rays of the sun, rippled by the breeze, or reclining in the shadows of twilight, still presenting a lovely aspect—famed in song and story, and its counterpart occupying a space in innumerable annuals and books of travel—is 230 feet above the Hudson River, lying partly in Warren and Washington Counties, having its outlet into Lake Champlain. Its shore contains the remains of several old forts, memorable in the French and Revolutionary wars. This beautiful mountain lake of New York is 36 miles in length, varying in breadth from ¾ to 4 miles. The water is remarkably transparent, and in some places is more than 400 feet deep. Scarcely any thing can be imagined more beautiful or picturesque than the scenery along its banks. The romantic effect of the prospect is greatly enhanced by the multitude of islands of various forms and sizes, which meet the gaze on every side. A popular notion prevails that their number corresponds with that of the days of the year. Twelve miles from the south-west extremity of the lake there is an island of about 200 acres, called, from its position, Twelve Mile Island. A mile further north there is a high point, or tongue of land, called Tongue Mountain, west of which projects a small arm of the lake called North-west Bay. Here the narrowest part of the lake commences, and continues 7 or 8 miles. Near the west end of the Narrows, on the eastern side of the lake, is Black Mountain, the summit of which is the highest point in the immediate vicinity of the lake, having an elevation of 2,200 feet above its surface. About 12 miles beyond Black Mountain there is a rock about 200 feet high, rising almost perpendicularly from the surface of the water. During the French war, Major Rogers, being closely pursued by the Indians, slid down this deep declivity, and safely landed on the ice, leaving his pursuers petrified with astonishment at the daring exploit they had witnessed. From this circumstance the rock has been named Rogers' Slide. Just beyond is Lord Howe's Point, where the division of the English army under Lord Howe landed previous to his attack on Ticonderoga."

NEWPORT, RHODE ISLAND.

The above sketch represents probably the nearest approach, both in appearance and situation, to Scarborough, (England,) of any sea-bathing quarter in the United States. Newport is located on the S. W. side of the rich and fertile State of Rhode Island, lying within the mouth of Narraganset Bay, 5 miles from the ocean. "Its harbour, one of the finest in the world, spreads W. before the town, which is built on a gentle declivity to the shore, and appears beautiful as it is approached upon the water. Its insular situation gives to Newport the advantage of a cool, refreshing sea-breeze from almost every point of the compass; so that in all the hot months it is one of the most comfortable places of residence any where to be found. On this account it has long been a favourite place of fashionable resort, especially for visitors from the south. Within a few years past, a number of large and splendid hotels have been erected, affording the best accommodations that could be desired for all who come; so that, in this respect, Newport is now the rival of Saratoga itself."

Steamers ply daily, during the summer season, between Newport and Providence—with which the communication by railroad and steamers is frequent. 157 miles from New York—70 miles from Boston.

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"LAKE PLEASANT.—This small but lovely lake, is a favourite and enchanting resort for the disciples of the angle and the gun, the waters teeming with trout, etc., and deer and other game are abundant in the forests. It is a delightful summer home for the student, and may be pleasantly and satisfactorily visited by ladies. The wild lands and waters here are a part of the lake region of northern New York. The Saranac region is connected with Lake Pleasant by intermediate waters and portages. To reach Lake Pleasant, and the adjoining waters of Round, Pisced, and Louis Lakes, favourite summer resorts, take the Central Railroad from Albany to Amsterdam; thence by stage to Holmes' Hotel on Lake Pleasant, 30 miles."

"CROOKED LAKE, situated in the western part of New York, is included in the limits of Steuben and Yates Counties, is 18 miles long, and 1½ miles at its greatest breadth. At the north end it is divided into two forks or branches, one of which is 5 and the other 9 miles long. Its surface is 487 feet above Lake Ontario, and 718 feet above the level of the Atlantic. It usually freezes over in the winter; at other seasons a steamboat leaves Penn Yan, at its N. N. E. extremity, for Hammondsport, at its S. W. extremity. The scenery along the shore is extremely picturesque and beautiful. The outlet which flows into Seneca Lake has a descent of 271 feet in 7 miles, affording valuable water power."

SCENE IN THE CATSKILL MOUNTAINS.

One of the most agreeable trips for the tourist, when at New York, is for him to visit the famous scenery of the Catskill. There, a variety of wood, river, and mountain scenery will be enjoyed, not to be met with in most places.

The trip there and back, can be made in 3 or 4 days from New York, and at not much expense.

The charge at the Mountain House is $2.50 (or 10*s.*, stg.,) per day—although cheaper accommodation is to be had as well.

Near the Mountain House is said to be the site where Mr. Washington Irving located the scene of his celebrated novel of "Rip Van Winkle."

Few places of summer resort are more frequented by tourists, whether as artists in search of some charming scenery to study, the invalid in quest of bracing air, or the general traveller in search of all the "lions" in America.

A good, general view of these mountains is obtained from the deck of the steamers which pass up and down upon the Hudson.

Strangers take either the Albany steamer, from New York, or Albany, to Catskill, on the Hudson, (111 miles from New York) or the Hudson River Railroad to Oakhill Station, thence per ferry across. From Catskill Village, passengers are conveyed per stage to the Mountain House, 12 miles distant, but the road being very steep, it takes 4 hours to go that distance.

The first view we present, "Scene in the Catskill Mountains," is from a painting by J. F. Kensett, an American artist, the only objection to which we have is, the introduction of two of the aborigines—of the district, we presume—a fault rather common, we think, amongst American artists, to give effect in pictures, whilst such figures can now only be introduced with truth in such districts as Minnesota, or the Red River.

THE UPPER OR SYLVAN LAKE—CATSKILL MOUNTAINS.

The other engravings which follow are without any such additions, being from photographs, taken last year of the scenes represented. To quote from a writer who has visited this locality :—

"The ride to the foot of the mountain is not specially interesting; but the ascent, by a very circuitous route, from every successive opening and turn of which some new and more extensive vista is presented to the eye continually, is in a high degree inspiring and delightful. And when at length the lofty eminence is reached, there opens, from the front of the noble edifice, a prospect of vast extent and beauty; embracing an apparently endless succession of woods and waters, farms and villages, towns and cities, spread out as in a boundless panorama, over which all inequalities of surface are overlooked. The beautiful Hudson appears narrowed in the distance, with numerous vessels scattered along its sil-

very line, discerned as far as the eye can reach, by their canvas gleaming in the sun, and with the trailing cloud of smoke from steamboats almost constantly in sight.

"The view embraces an area of about 70 miles north and south. Far in the eastern outline rise the Taghanic Mountains, and the highlands of Connecticut and Massachusetts. To the left are seen the Green Mountains of Vermont, stretching away in the north till their blue summits are blended with the sky. At other times all the prospect below is enveloped in a rolling sea of mist and cloud, surging with the wind, and presenting ever new and fanciful forms to the sight. Thunder storms are not unfrequently seen passing below the spectator, while the atmosphere is delightfully clear and cool around him."

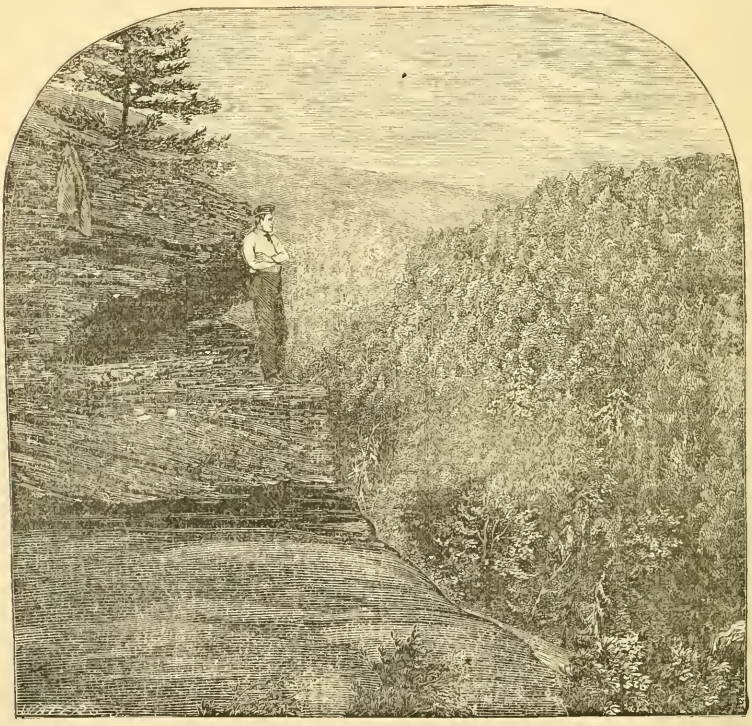
The preceding engraving represents one of two lakes of great beauty, which lie close together, overlooked from the north mountain, and a short way from the Mountain House Hotel. All who are acquainted with this beautiful sheet of water, will at once recognize it in the above sketch, which we have had engraved from one of the series of photographs taken there last year. For a pleasant walk alongside its shores, a row on its waters, or for practising the "gentle art" with fishing-rod and line, few spots present greater attractions.

KAUTERSKILL FALLS.

The Sylvan Lake, already alluded to, is the source which proceed the beautiful Kauterskill Falls, represented above, as also the source of the Kauterskill River, which finds its way into the Hudson, at Catskill Village. The falls are situated about 2 miles

from the Mountain House. Cooper, the novelist, in his novel of the "Pioneer," thus mentions them:—

"The water comes croaking and winding among the rocks, first, so slow that a trout might swim into it, then starting and running like any creature that wanted to make a fair spring, till it gets to where the mountain divides, like the cleft foot of a deer, leaving a deep hollow for the brook to tumble into. The first pitch is nigh 200 feet, and the water looks like flakes of snow before it touches the bottom, and then gathers itself together again for a new start; and maybe flutters over 50 feet of flat rock before it falls for another 100 feet, when it jumps from shelf to shelf, first running this way and that way, striving to get out of the hollow, till it finally gets to the plain."



VIEW DOWN SLEEPY HOLLOW—CATSKILL MOUNTAINS.

As another view of one of the cascades, we present one taken from the ledge of rocks, over which the water rushes silently but swiftly over the precipice, down into the beautiful gorge of "Sleepy Hollow."

## WHITE MOUNTAINS, NEW HAMPSHIRE.

The accomplished author of "America and the Americans" thus writes regarding this portion of the United States:—"This is one of the wildest regions in the United States. From the top of the stage we have a wide prospect over forests, pastoral valleys, ravines, and dingles; Mount Lafayette rising before us in solemn majesty, and behind us, far as the eye can reach, an undulating country, stretching away towards the frontiers of Canada. For the first 3 miles the drive lies through a tangled wood, and up an ascent so steep that our team occasionally pauses. The road is so narrow that the trees touch the carriage on both sides at the same time, and so rough that passengers hold on firmly for their lives; yet the coachman drives his six in hand with the utmost ease and skill."

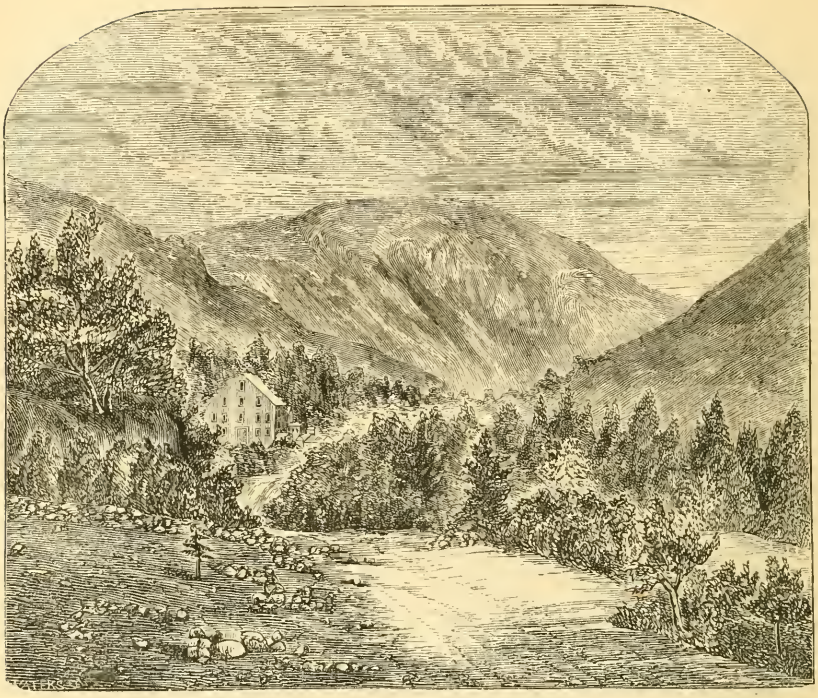
During nine or ten months of the year, the summits of the mountains are covered with snow and ice, giving them a bright and dazzling appearance. On every side are long and winding gullies, deepening in their descent to the plain below.

These mountains are situated in the county of Coos, in the N. part of the State. They extend about 20 miles, from S. W. to N. E., and are the more elevated parts of a range extending many miles in that direction. Their base is about 10 miles broad, and are the highest in New England; and, if we except the Rocky Mountains, and one or two peaks in North Carolina, they are the most lofty of any in the United States.

Although these mountains are 65 miles distant from the ocean, their snow-white summits are distinctly visible, in good weather, more than 50 miles from shore. Their appearance, at that distance, is that of a silvery cloud skirting the horizon.

The names here given are those generally appropriated to the different summits: *Mount Washington* is known by its superior elevation, and by its being the southern of the three highest peaks. *Mount Adams* is known by its sharp, terminating peak, and being the north of Washington. *Jefferson* is situated between these two. *Madison* is the eastern peak of the range. *Monroe* is the first to the south of Washington. *Franklin* is the second south, and is known by its level surface. *Lafayette* is known by its conical shape, and being the third south of Washington. The ascent to the summits of these mountains, though fatiguing, is not dangerous; and the visitant is richly rewarded for his labour and curiosity. In passing from the Notch to the highest summit, the traveller crosses the summits of Mounts Lafayette, Franklin, and Monroe. In accomplishing this, he must pass through a forest, and cross several ravines. These are neither wide nor deep, nor are they discovered at a great distance; for the trees fill them up exactly even with the mountain on each side, and their branches interlock with each other in such a manner that it is very difficult to pass through them, and they are so stiff and thick as almost to support a man's weight. After crossing Mount Franklin, you pass over the eastern pinnacle of Mount Monroe, and soon find yourself on a plain of some extent, at the foot of Mount Washington. Here is a fine resting-place, on the margin of a beautiful sheet of water, of an oval form, covering about three-fourths of an acre. The waters are pleasant to the taste, and deep. Not a living creature is to be seen in the waters at this height on the hills; nor does vegetation grow in or around them, to obscure the clear rocky or gravelly bottom on which they rest. A small spring discharges itself into this pond, at its south-east angle. Another pond, of about two-thirds its size, lies north-west of this. Directly before you, the pinnacle of Mount Washington rises with majestic grandeur, like an immense pyramid, or some vast kremlin, in this magnificent city of mountains. The pinnacle is elevated about 1500 feet above the plain, and is composed principally of huge rocks of granite and gneiss, piled together, presenting a variety of colours and forms. The ascent is made on horseback.

In ascending, you must pass enormous masses of loose stone: but a ride of half an hour will generally carry you to the summit. The view from this point is wonderfully grand and picturesque. Innumerable mountains, lakes, ponds, rivers, towns, and villages meet the delighted eye, and the dim Atlantic stretches its waters along the eastern horizon. To the north is seen the lofty summits of Adams and Jefferson; and to the east, a little detached from the range, supported on the north by a high ridge, which extends to Mount Jefferson; on the north-east by a large grassy plain, terminating in a vast spur, extending far away in that direction; east, by a promontory, which breaks off abruptly at St. Anthony's Nose; south and south-east by a grassy plain, in summer, of more than 40 acres. At the south-eastern extremity of this plain a ridge commences, which slopes gracefully away towards the vale of the Saco, upon which, at short distances from each other, arise rocks, resembling in some places, towers; in others, representing the various orders of architecture.



THE WILLEY HOUSE, WHITE MOUNTAINS.

The above house stands upon a spot which will ever remain memorable in the history of the White Mountains, as having been the scene of a fearful calamity which overtook a family named Willey, residing there, who were all buried beneath an avalanche, or slide, from the mountain, which occurred during the year 1826, a year remarkable for a great flood in these mountain regions.

Leaving Willey House, the tourist, who is desirous of ascending higher, will find himself in the vicinity of the "Notch," as it is called.

"The *Notch of the White Mountains* is a phrase appropriated to a very narrow defile, extending two miles in length, between two huge cliffs, apparently rent asunder by some vast convulsion of nature, probably that of the deluge.

"The scenery at this place is exceedingly beautiful and grand. About half a mile from the entrance of the chasm is seen a most beautiful cascade, issuing from a mountain on the right, about 800 feet above the subjacent valley, and about two miles distant. The stream passes over a series of rocks, almost perpendicular, with a course so little broken as to preserve the appearance of a uniform current, and yet so far disturbed as to be perfectly white. This beautiful stream, which passes down a stupendous precipice, is called by Dwight the *Silver Cascade*." It is probably one of the most beautiful in the world, and has been thus described:—

"The stream is scanty, but its course from among the deep forest, whence its springs issue into light, is one of singular beauty. Buried beneath the lofty precipice of the gorge, after ascending through *Pulpit Rock*, by the side of the turbulent torrent of the Saco, the ear is suddenly saluted by the soft dashings of the sweetest of cascades; and a glance upward reveals its silver streams issuing from the loftiest crests of the mountain, and leaping from crag to crag. It is a beautiful vision in the midst of the wildest and most dreary scenery."

*Mount Washington House*, capable of accommodating 100 guests, is situated about 4 miles from the *Notch*.

*The Notch House* is at the head of the Saco River, and about 9 miles from the top of Mount Washington.

*The Willey House*, alluded to above, is about 2 miles below the Notch.

*The Crawford House*, in the valley of the Saco, is about 8 miles below the Notch, these, together with the

*Glen House*, will be found in every respect desirable, for stopping at. Particulars of *Tip-Top House* will be found on next page.

TIP-TOP HOUSE, WHITE MOUNTAINS.

As already explained, Mount Washington forms the highest of the range of the White Mountains, 6234 feet above the sea.

We present above, a sketch made from a photograph taken of the highest point of Mount Washington, known by travellers as "Tip-Top House," to attain to which is the ambition of all tourists who make the attempt to climb to the apex of the highest of the range in this region of "the mountain and the flood."

Tip-Top House is a rude built inn erected under most difficult circumstances, and not without great risk of life and property.

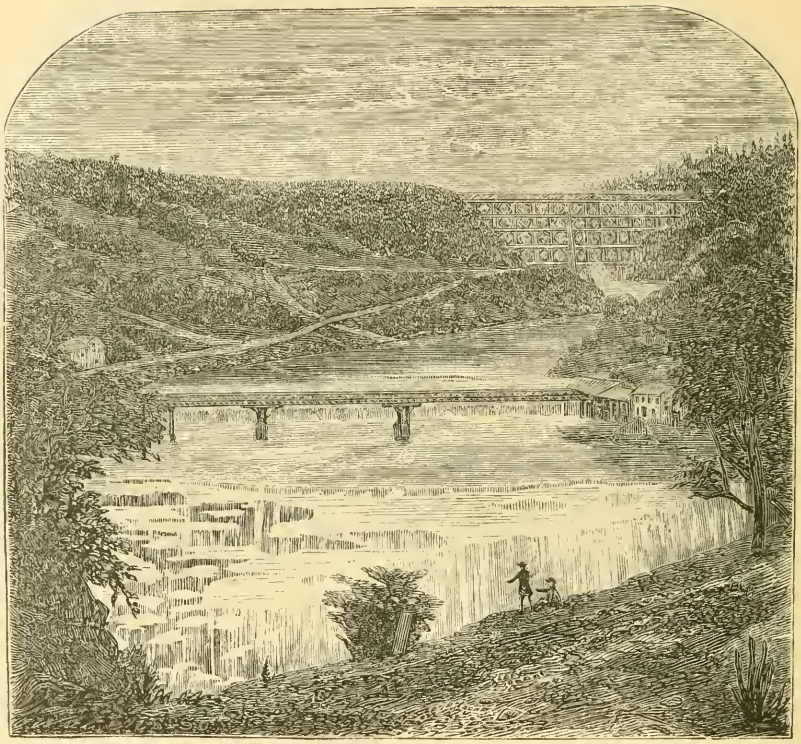
In Tip-Top House, tourists can be accommodated all night, so that any who are desirous of witnessing the setting of the sun, and being up in time for sunrise next morning, can accomplish both, by ascending in the afternoon, staying there all night, and returning next morning. Those who try the experiment, if favoured with a clear morning, will be certain to be repaid for their trouble.

Regarding the view from the summit of this dizzy height, we quote:—

"If the day be clear, a view is afforded unequalled perhaps on the eastern side of the North American continent. Around you are confused masses of mountains, bearing the appearance of a sea of molten lava suddenly cooled whilst its ponderous waves were yet in commotion. On the S. E. horizon gleams a rim of silver light—it is the Atlantic Ocean, 65 miles distant, laving the shores of Maine. Lakes of all sizes, from Lake Winnipiseogee to mere mountain ponds, and mountains beneath you, gleam misty and wide. Far off in the N. E. is Mount Katahdin. In the western horizon are the Green Mountains of Vermont, while the space is filled up with every kind of landscape—mountain and hill, plain and valley, lake and river."

It would be vain in us to attempt a description of the varied wonders which here astonish and delight the beholder. To those who have visited these mountains, our description would be tame and uninteresting; and he who has never ascended their hoary summits cannot realize the extent and magnificence of the scene. These mountains are decidedly of primitive formation. Nothing of volcanic origin has ever yet been discovered, on the most diligent research. They have for ages, probably, exhibited the same unvarying aspect. No minerals are here found of much rarity or value. The rock which most abounds is schistose, intermixed with greenstone, mica, granite, and gneiss.

There are several routes to this highland district; amongst the principal, and those which will please the tourist best, we name from Portland, Maine, per Eastern Railroad, or from Boston to Plymouth, thence per coach to the Flume House, thence through Franconia Notch—about 150 miles. Another route, and said to be the finest, is via Lake Winnipiseogee, 180 miles. Proceed from Boston per Boston and Maine and Cocheco Railroad. (See Winnipiseogee Lake, N. H.)



## VIEW OF GENESEE FALLS, NEAR PORTAGE,

STATE OF NEW YORK.

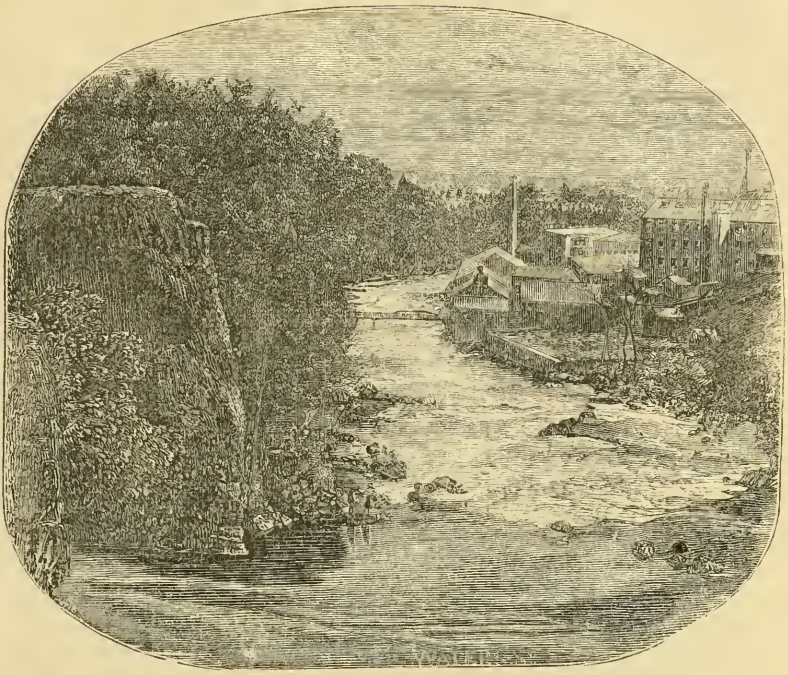
The name of Genesee is one of the household words of Great Britain as well as America. From the Genesee district thousands of barrels of flour, made from its world-renowned wheat, finds its way to England every year, the best proof of the well-known richness of the soil of the Genesee Valley, of which the above engraving represents one of its most striking features.

The Railroad Bridge, seen in the background, is a magnificent structure, for the purpose of enabling the Buffalo & New York City Railroad to cross the valley. Situated about a mile from the village of Genesee Falls, this bridge spans the valley by its entire length of 800 feet, with a height, from the bed of the river, of 234 feet. The precipices in the vicinity are, in some places, 400 feet high.

Genesee Falls consist of a series of falls situated at different points. Near Rochester, they are about 100 feet high. Whilst another fall is about the same height over the mouth of the river. The point we have selected for engraving from a photograph, represents one of the series of falls—from one of the most picturesque spots in the Genesee Valley—viz., above the saw mill, near Portage.

Genesee Falls are much visited by tourists every year.

Rochester is one of the leading stations, leading from New York to Suspension Bridge and Niagara Falls, so that tourists can easily visit the Falls of the Genesee on their way to *the* Falls, *par excellence*.



THE PASSAIC, AT PATERSON, NEW JERSEY.

The above engraving represents one of the most picturesque scenes in the State of New Jersey. The Falls of the Passaic are situated near the town of Paterson, which owes its significance to the water-power afforded by the river, and these falls, which fall 70 feet perpendicularly over the rocks, forming, when the river is full, a very imposing sight, in a most romantic situation. The Passaic River rises in Morris County, is 100 miles in length, and enters Newark Bay, 3 miles below Newark. Paterson is reached by rail from New York, from which it is 17 miles distant, on the New York & Erie Railroad.

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"BALLSTON SPA, a charming village, and capital of Saratoga County, New York, on the Saratoga and Schenectady Railroad, 30 miles N. of Albany, 7 miles W. of Saratoga Springs, and 175 miles N. of City Hall, New York; enjoying a wide-spread celebrity on account of the excellence of its mineral waters. From inclination, and also from the overflowing of the Saratoga hotels, the Spa, during the summer solstice, is constantly thronged with visitors. There are several delightful promenades and drives in the neighbourhood, and a person may very delightfully pass away a month or more in partaking of the waters, and enjoying the fresh, pure country air. The Spa is reached from Troy by the Troy and Schenectady Railroad."

"NEW LEBANON SPRINGS VILLAGE.—A beautiful village of Columbia County, New York, 25 miles S. E. of Albany, much frequented on account of the medicinal properties of its waters. The hotel accommodations are ample; and the place also contains a Water-cure Establishment, pleasantly located on a hill slope, overlooking a beautiful valley. The celebrated Shaker Settlement and New Lebanon Village are within 2 miles of the Springs. Reached from New York by the Hudson River Railroad to the City of Hudson, thence by the Hudson and Berkshire, and the Albany and Boston Railroads, or by the Harlem Railroad, and its connections with the above routes, or per steamer from New York to Hudson, thence by rail."

"AVON SPRINGS, Livingston County, New York, delightfully situated on the right bank of the Genesee River, on an elevated terrace 100 feet above the water, commanding a beautiful and varied prospect. In the immediate vicinity are two celebrated mineral springs, which are the resort of thousands during the summer season. The waters are esteemed efficacious in cutaneous affections, rheumatism, and indigestion. The place contains several excellent hotels, four churches, and a number of factories. Reached by Central Railroad from Albany to Buffalo, via Rochester, from which city they are distant 20 miles.

"COLUMBIA SPRINGS have of late years grown into popular favour. They are easy of access, lying 4 miles from the City of Hudson, and within the town of Stockport, Columbia County, New York. The view and grounds are highly picturesque and varied, stretching delightfully from hill to dale, from forest glen to velvet lawn. In the immediate neighbourhood there is a large stream, offering all the country charms of boating and fishing. There is a well-kept hotel at the Springs, and prices moderate. Reached by Hudson River Railroad to Hudson, thence by stage or carriage, 4 miles.

"LAKE MAHOPAC lies in the western part of the town of Carmel, Putnam County, New York. It is one of the principal sources of supply to the Croton. Its quiet waters, its pretty wooded islands, the romantic resorts in its vicinage, the throngs of pleasure-seeking strangers, the boating and fishing, and other rural sports, make it a delightful place for either a visit or permanent residence. There are two excellent hotels here, besides good boarding-houses, should visitors prefer. Reached by Harlem Railroad to Croton Falls, 49 miles, fare $1.35; thence by stage, 5 miles, fare 25 cents.

"CANANDAIGUA LAKE.—This beautiful lake, with a charming village situated at its north end, is 14 miles long, and from 1 to 1½ miles wide, and, with its highly-cultivated shores, presents many fine views. The water is remarkably clear, and abounds with excellent fish, very communicative with the *angler*. Its outlet flows into Flint Creek, then into Clyde River, and thence into Seneca River, the common outlet of a cluster of lakes. Canandaigua Village, built with neatness and taste, presenting many desirable situations, is the capital of Ontario County. The surface consists of gentle hills, beautiful plains, and a fertile soil. Months may be pleasantly passed at this popular summer resort. The railroad from Elmira, on the New York and Erie route to Niagara Falls, passes through the village.

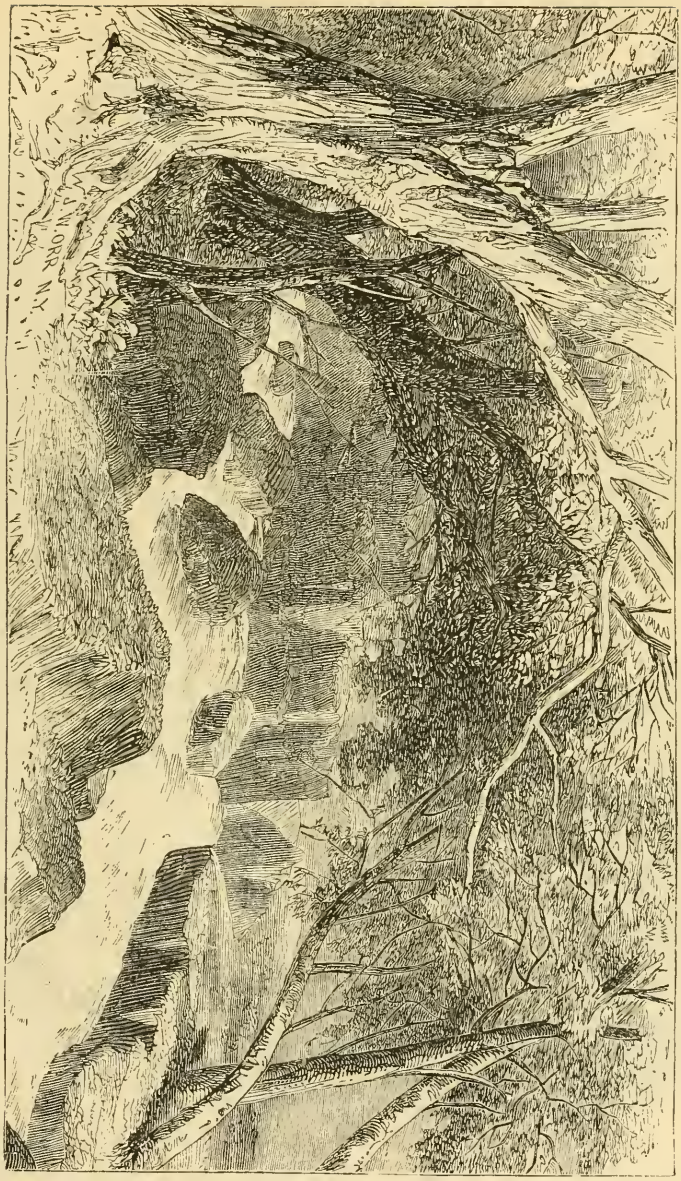
"GENEVA AND SENECA LAKE.—This lovely village is beautifully situated in Seneca Township, Ontario County, at the north end of Seneca Lake, on the Auburn and Rochester Railroad, 50 miles E. S. E. of Rochester. It is handsomely built, and contains a number of churches, a bank, three newspaper offices, and about 50 stores, besides several mills and other establishments. The Episcopal Church is a fine Gothic edifice; cost $25,000. Here is the Hobart Free College, under the direction of the Episcopalians, founded in 1823; in 1854 it had 5 professors, 67 students, and a library of 5400 volumes. The Medical Institute of Geneva, founded in 1835, has 6 professors and about 80 students. The General Union School is attended by about 300 pupils. Steamboats ply daily between Geneva and Jefferson, at the head of the lake. The lake abounds in fish, and the woods are alive with game, affording excellent sport for the loitering tourist.

"TUPPER'S LAKE, situated in the S. W. part of Franklin County, New York, is 6 miles long and 2 wide. The shores, headlands, and islands are especially bold and picturesque. Deer abound in the forest, and the lake is filled with trout and other fish.

"SARANAC LAKES.—These wonderful links of the great chain of mountain waters in upper New York, are about a dozen in number, large and small. These lakes lie principally in Franklin County, and may be most readily reached by stage from Westport or Keesville, about midway on the western shore of Lake Champlain. All these lakes abound in trout and other fish; and the forests, which are on the farthest bounds of civilization within the State, are alive with deer and feathered game.

"INDIAN LAKE lies in Hamilton County, New York, surrounded by a wild and mountainous region, the peaks of which are from 1500 to 2000 feet above the surrounding country. It is 4 miles long and 1 wide, and abounds with various kinds of fish.

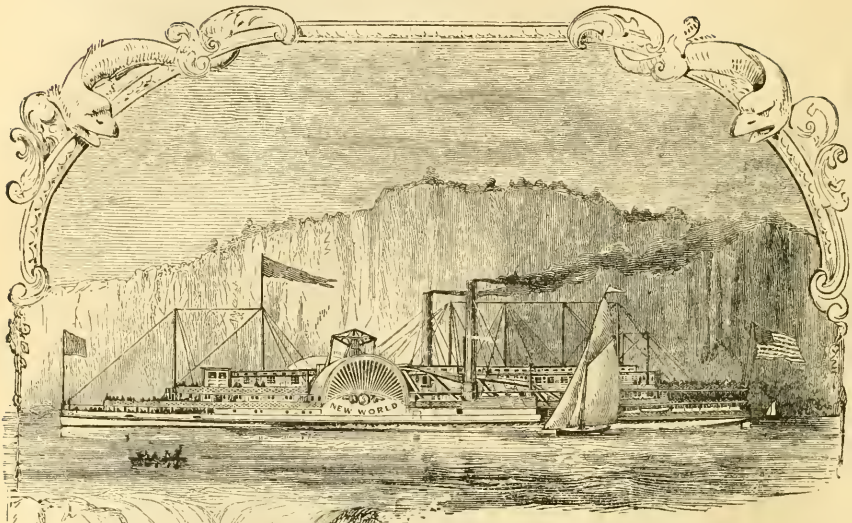
"LITTLE FALLS is remarkable for a bold passage of the Mohawk River and Erie Canal through a wild and most picturesque mountain defile, where the river descends 42 feet in 1 mile. The scenery, with the river rapids and cascades, the locks and windings of the canal, the bridges, and the glimpses far away of the valley of the Mohawk, is especially beautiful. The Falls are in Herkimer County, New York, by the side of the Erie Canal and Utica and Schenectady Railroad. The village is situated on both sides of the Mohawk. The Erie Canal has a feeder which crosses the river in a fine aqueduct 214 feet long and 16 wide, with walls 14 feet high, upheld by 1 arch of 70 feet span, and 2 others of 50 feet each. The canal passes the brow of a mountain here which reaches to the border of the river."



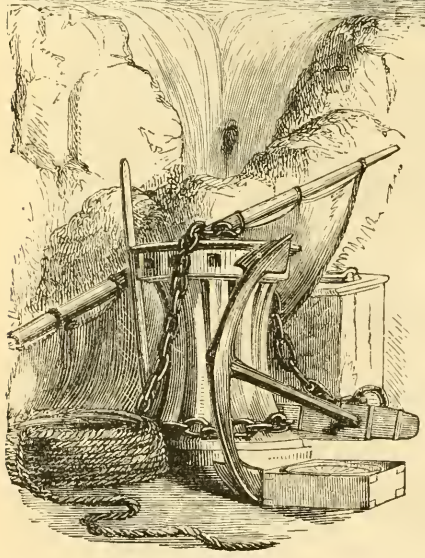
THE SOURCE OF THE RIVER HUDSON, IN THE ADIRONDACK MOUNTAINS.

The view here presented is a scene in the Adirondack mountains, in the vicinity of, and west of Lake Champlain. Some of the peaks of these mountains (Mount Marcy) rise as high as 5464 feet above the level of tide water in the River Hudson. Up in that mountainous region does that noble river take its rise. From there it proceeds almost due south, for about 300 miles, until it enters the Atlantic, through the harbour of New York. The Adirondacks are famous as a deer-hunting country.

## THE HUDSON, NEW YORK TO ALBANY.




THE PALISADES, ON THE HUDSON.



As explained elsewhere this noble river takes its rise nearly 300 miles from New York, in the Adirondack Mountains. (See engraving, Source of the Hudson.)

The Hudson forms one of the great leading routes for all classes of travellers bound for the north or north-west, alike either for the tourist in search of pleasure, the invalid for health, and the emigrant from the old world in quest of a home in the new. Up the Hudson the great stream of travellers go; so that, for general information, we purpose noticing the chief features of this magnificent trip, which, if made by a day boat from either New York or Albany, cannot fail to astonish and delight the traveller. The trip is enjoyed, also, by many by night, starting from either terminus about 6, P. M. The time occupied on the journey is from 8 to 10 hours. Emigrants generally leave New York by the night boat, which starts about 6, P. M., arriving in Albany in time for the trains via the New York Central, and other railroads for the north and north-west, which run in connection. For size, comfortable accommodation, and internal magnificence, we believe the New York and Albany steamers to be unequalled by any river boats in the world.

Tourists can have their baggage checked on board the Albany steamers in the same manner as on the railroads, on application to the baggage-master on board. The fare to Albany is from $1 to $1.50, (4*s.* to 5*s.* stg.), depending upon the accommodation required. The meals supplied on board are most excellent and very moderate.

STATE-ROOM SALOON OF THE "ISAAC NEWTON."

The River Hudson has been named after its discoverer, Henry Hudson—an Englishman, then in the service of the Dutch—and who, in an exploring expedition, about 250 years ago, was the first to discover this magnificent river, and ascended it as far as the village of Verplanck's Point—in his ship called the "Half Moon." The Indian name of the Hudson was the Shatemuck, in later times it has been termed the River of Mountains, the Great River, the North River, and the Rhine of America.

In the year 1807, Robert Fulton, who constructed the first steamboat in America—if not in the world—started the steamer "Clermont" on the waters of the Hudson—from New York to Albany. The engine which worked the Clermont, was brought from England for the purpose. Although we have stated that the time

taken for this trip is from 8 to 10 hours, yet the entire distance of 150 miles has been run in 6 hours and 50 minutes.

As an illustration of the interior of a river steamboat, we give the prefixed engraving of an interior view of the state-room of the "Isaac Newton," one of the night boats which runs between New York and Albany.

Destined for a trip up the Hudson, we shall briefly notice a few of the chief points on the route, although no description, whatever, can convey to the reader a just idea of this trip—which should be made by all tourists—if at all possible—as the scenery of the Hudson, for river scenery, is not equalled by that of any other river on the American Continent, which we are acquainted with.

Started from the wharf at New York, the first place we pass is

Hoboken, one of the lungs of New York, to which great numbers resort every Sunday to enjoy a drink of water from the Sybil's Springs there, and a walk through the pleasant Elysian Fields, or from there to Weehawken, or Bergen Heights.

Passing on, the next prominent point reached, is Fort Lee, which is the commencement of the far-famed Palisades. These bold precipitous rocks resemble, in some respects, the appearance of the Giant's Canseway in Ireland. The height of the Palisades ranges from 20 to 600 feet, and being fringed with brushwood on the top, and at their base, with some neat little cottages at the water's edge, form a very fine appearance as the steamer skims past them. On the opposite side, will next be seen

Manhattanville, situated on the island on which the City of New York stands, and prettily embosomed amidst woods and hills. On a height above the town is Clermont, once the residence of Joseph Bonaparte, and other celebrities. Manhattanville is also the resting-place of Audubon, the great naturalist.

Fort Washington—celebrated in the American Revolutionary annals—is now in sight. To capture this fort, the British lost 1200 men, besides having the ship "Mercury" so riddled with shot, that she sunk. Spuyten Duyvel Creek is about 2 miles further on—passing which is

Yonkers, a thriving town on the east bank of the river—17 miles from New York—in the vicinity of which are several neat villas, and fine panoramic scenery. Amongst other residences may be seen Fonthill, once the residence of Edwin Forrest, the celebrated tragedian.

Hastings, about 3 miles from Yonkers, is next reached, and 2 miles further on that of Dobbs' Ferry, on the same side of the river. On the opposite shore is Piermont, where the New York and Erie Railroad commences. In the immediate vicinity is

Sunnyside—one of the most celebrated places on the river—being the residence of Washington Irving—a spot of great beauty, almost hidden from view by the dense shrubbery in which it is enveloped. Sunnyside ought to be, one would suppose, one of the quietest and most retired nooks extant, but we fear that the fame of the author of "Rip Van Winkle" is such, together with the exquisite situation of Sunnyside, that the intrusion of friends and tourists are too frequent for him to secure that retirement, which literary men, in the prosecution of their labours, require, and like to enjoy.

Further on is the village of Nyack—whilst directly opposite is

Tarrytown, a place replete with many attractions of a pictorial and historical character, and where some beautiful residences have been erected by New York merchants. In the neighbourhood is Sleepy Hollow, one of the most beautiful dells in the whole route. Passing onward, we reach the wharf for

Sing Sing, 33 miles from the city, at one of the broadest points on the river. At Sing Sing is the celebrated State Prison, an object of great interest for visiting, with cells for upwards of 1000 prisoners. Almost 2 miles from Sing Sing, the Croton River rises, from which water is conveyed to New York. Opposite to Sing Sing is Verdriteges' Hook, a high headland, behind which, on the same height, 250 feet above the river, is

Rockland Lake, from which the denizens of New York receive their chief supply of ice—an engraving of which will be found in another portion of this work. The lake is about 4 miles in circumference. Proceeding onward, we come to

Haverstraw Village, on the same side of the river, 36 miles from New York. Here are the old forts Clinton and Montgomery—celebrated in Revolutionary history.

On the opposite, or east side of the river, is

Verplanck's Point, celebrated as being the spot at which Henry Hudson anchored the ship "Half Moon" on his first voyage up the Hudson. The surprise of the Indians in those days may be imagined at seeing, for the first time, a vessel of such proportions opposite their homes. One writer records the following incident, which followed that event:—

"Filled with wonder, they came flocking to the ship in boats, but their curiosity ended in a tragedy. One of them, overcome by acquisitiveness, crawled up the rudder, entered the cabin window, and stole a pillow and a few articles of wearing apparel. The mate saw the thief pulling his bark for land, and shot at and killed him. The ship's boat was sent for the stolen articles, and when one of the natives, who had leaped into the water, caught hold of the side of the shallop, his hand was cut off by a sword, and he was drowned. This was the first blood shed by these voyagers. Intelligence

of it spread over the country, and the Indians hated the white man ever after."

Leaving Verplanck's Point, the river now narrows considerably. On the opposite shore is Stony Point, with a light-house upon it—once the scene of a sharp engagement between the British and Americans in 1779, when the latter took possession of it by storm. Beyond this point is Haverstraw Bay, where the celebrated

Highlands of the Hudson commence. On the east shore is the pretty little town of Peekskill, fronting Dunderberg, or Thunder Mountain. At the foot of which lies Caldwell's Landing. As the steamer proceeds up the river, the tourist accustomed to sail up Loch Lomond (Scotland) will be forcibly struck with the similarity in appearance which the Hudson here presents to it, as the steamer proceeds onwards. At one time, you will be sailing past islands possessed of all the beauty of Ellen's Isle on Loch Katrine (Scot.,) with high hills wooded to their tops on each side, whilst proceeding onwards the channel of the river appears completely blocked up, till the steamer, in approaching, takes a turn round the base of one of the hills, only to open up another scene of great magnificence, and reveal the Highland beauty of hill and dale, clothed in their brightest summer foliage. The Highlands —as they are well named—extend over an area of about 25 miles, along the course of the Hudson, and during the whole trip, no portion will be better enjoyed till the steamer reaches about the last height near Newburg.

On rounding Dunderberg Mountain, will be seen

Anthony's Nose, 1128 feet high. Two miles further on, *Sugar Loaf*, 806 feet high—whilst on the west side of the river *Buttermilk Falls* will be seen descending over the face of the hill. In some of these Highland passes, in the river, are sometimes to be found numbers of wind-bound vessels—tacking about—and forming, often, a beautiful sight, as they are to be seen endeavouring to get into a broader part of the river.

West Point forms one of the stopping-places for the steamer. Here is situated the United States Military Academy, where cadets are educated. It is beautifully situated, and visited by many tourists.

From there we proceed on to

Cronest, 1428 feet high, of which the poet, G. P. Morris, writes :—

> "Where the Hudson's wave, o'er silvery sands,
> Winds through the hills afar,
> And Cronest, like a monarch stands,
> Crown'd with a single star!"

After passing this romantic locality, we reach Butter Hill—or, as it has been re-christened by Mr. N. P. Willis,

Storm King—1500 feet high, and the last high range of hills on that side of the river. *Cold Spring* and *Undercliff* are now approached —the latter where Mr. Morris resides. We are now 54 miles from the City of New York—beyond which point is

Beacon Hill, 1688 feet high, from off which some of the finest views may be had—passing which, we reach

Cornwall Landing—above which is the seat of Mr. N. P. Willis—named *Idlewild*—surrounded with all the natural romantic beauties which we fancy any poet would delight to dwell amongst. Shortly after leaving which, we reach the important town of

Newburg—with its 12,000 population—nicely situated on the face of the hill. To the south of the town is the spot which once formed the head-quarters of Washington, during the stay of his army at New Windsor, not far off.

Opposite, on the other side of the river, is

Break-Neck Mountain, which was supposed to have a resemblance to a *Turk's Face*, and can be easily seen from the deck of the steamer when approaching Pallopel's Island.

"The story goes, that some Irishmen were quarrying for granite once, when one of them put a blast of powder before the Turk's face, saying he thought the old fellow would like to have his nose blowed. And the nose was completely blown away; while the admirers of the curious and beautiful think that the Irishman, who was shortly after killed, was hurried from the world for his barbarity to the works of Nature." (See engraving.) Opposite to this spot is

Fishkill, the scene of many of the incidents related in Cooper's novel of "The Spy." Proceeding on, we reach New Hamburg, Marborough, Barnegat; and, passing which, the pretty and retired town of

Poughkeepsie—75 miles from New York—is reached, and one of the largest towns between New York and Albany. It has a population of upwards of 15,000, and is the centre of a rich agricultural district, which sends large supplies of farm and dairy produce to New York. Founded by the Dutch 150 years ago. Opposite Poughkeepsie is New Paltz Landing.

Hyde Park and Placentia are 6 miles beyond, situated on the east side of the river. Placentia is the residence of the veteran author, J. K. Paulding, and from which is seen some of the finest views of the river and country round about, as far up as the Catskill Mountains. Passing Staatsburg, we shortly reach the wharf for Rondout and Kingston. (See engraving on page 69.) Kingston is a town of considerable importance, with a population of 13,000, and, probably, the most important town on the route. It was founded in 1663 by the Dutch, and burned by the British in 1773. There the first Constitution of New York was framed. Vanderlyn, the eminent painter, was born in Kingston, where he also died in 1853. As

VIEW OF THE TURK'S FACE, ON THE HUDSON.

the steamer passes Sangerties, Tivoli, and Germantown, the Catskill Mountains and Shawangunk range of hills appear in sight, and tourists for the Catskills may now prepare to disembark at Catskill, opposite to Oakhill, on the Hudson River Railroad.

Catskill, the point of debarkation for the Mountains, 112 miles from New York, and 40 from Albany, is at the mouth of Catskill Creek. For description and views of the Catskill Mountains, see preceding pages in this part—or index. As the steamer passes the mouth of the Creek, and onwards towards Hudson City, an excellent distant view of the Catskills is obtained, with the Mountain House, like a spec on the top of a ridge. The distance to the Mountain House is about 10 miles from the Creek. Time of stages going, 4 hours—on account of the ascent in the road.

Hudson, on the other side of the river, is about 4 miles further on, beautifully situated on rising ground, and opposite to the classically-named town of Athens. A visit to Hudson will repay the tourist. From it a trip can be made to Columbia Springs, 5 miles distant, with the Claverack Falls some 8 miles off.

Tourists destined for Lebanon Springs (36 miles off) take the Hudson and Berkshire cars.

The Shaker Village, at New Lebanon, is about 6 miles from Lebanon Springs, and if the tourist has time, a visit to the interesting village of the Society of Quakers, will well repay him for the expense and trouble.

At Hudson, you are now within 34 miles of Albany. The route now begins to lose much of its Highland character—but still, in many places, hilly. The next village, after Athens and Hudson, is Stockport, 4 miles onwards; then Coxsackie, 3 miles; Stuyvesant, 3 miles, to Kinderhook Landing—a few miles from which is the village of Kinderhook, the birth-place of Martin Van Buren, Ex-president of the United States.

After a few miles sailing, you reach Schodack, 17 miles, and Castleton, 14 miles from Albany, which will shortly appear in sight, and, soon after, you will reach the capital of the State of New York—the City of Albany.

SCENE ON RONDOUT CREEK, STATE OF NEW YORK.

The above view represents a scene on the small stream of the Rondout, which takes its rise in Sullivan county, N. Y., about 100 miles from New York, and enters the Hudson at Eddyville, near Rondout, 90 miles from New York. The Delaware and Hudson Canal follows the stream all the way through the valley in which the Rondout flows.

Rondout, a village on the Hudson, takes its name from the creek, and is the stopping-place for the steamers between New York and Albany, for Kingston, three miles distant, the most important town between these two cities.

The view given above was engraved from a photograph by D. Huntingdon, and portrays a scene of great beauty.

A writer on this scene says:—"In it we have the constituents of many pictures which reproduce our characteristic land-features, viz.: repose, grace, richness of foliage, softness of sky, gentle flow of water—all harmonizing to produce a very inspiriting sensation in the mind."

NIAGARA SUSPENSION BRIDGE.

The above sketch represents the great International Bridge, which spans the Niagara, and joins the United States with Canada. Its length, from tower to tower, is 821 feet 4 inches. Erected at a cost of about $400,000 (£80,000 stg.). The lower floor or road-way is used for foot passengers, carriages, carts, etc., same as any ordinary road. The upper floor is for railroad traffic exclusively. Across this bridge, the trains of the Great Western Railroad of Canada and the various railroads of New York State, travel, each train drawn very slowly, by a light pilot engine.

From a report, by Mr. Roebling, Engineer, on this gigantic structure, we copy the following particulars:—

"The base and towers on the New York side, contain 1350 cubic yards, which weigh about 3,000 tons. Add to this weight of the superstructure of 1,000 tons, and we have a total of 4,000 tons, in a compact and solid mass.

"There are 4 cables of 10 inches diameter, each composed of 3640 wires of small No. 9

gauge, 60 wires forming one square inch of solid section; making the solid section of each cable 60.40 square inches, wrapping not included.

"Each of the four large cables is composed of seven smaller ones, which I call *strands*. Each strand contains 520 wires. One of these forms the centre, the six others are placed around it—the 520 wires forming one strand of endless wire, obtained by splicing a number of single wires. The ends of the strands are passed around and confined in cast-iron shoes, which also receive the wrought-iron pin that forms a connection with the anchor chains.

"The wire measures 18.31 feet per pound, and the strength, therefore, is equivalent to 1640 lbs. per single wire, or nearly 100,000 pounds per square inch.

"Assuming the above average strength, the aggregate strength of the 14,560 wires composing the four cables, will be 23,878,400 pounds. But their actual strength is greater, because the above calculations are based upon a *minimum* strength of the individual wires. We may assume their aggregate ultimate strength at 12,000 tons, of 2,000 pounds each.

"Both ends of the bridge rest upon the cliffs, and are anchored to the rock. As far as supported by the cables, I estimate its weight at less than 1000 tons, which includes the weight of cables between the towers, and the pressure of the river stays below.

"There are 624 suspenders, each capable of sustaining thirty tons, which makes their united strength 18,720 tons. The ordinary weight they have to support is only 1000 tons. A locomotive of thirty-four tons weight, including tender, spreads its weight, by means of the girders and trusses, over a length of no less than 200 feet. Of course the greatest pressure is under the engine, and is there supported by no less than twenty suspenders. If, by any accident, a sudden blow or jar should be produced, the strength of the suspenders will be abundant to meet it.

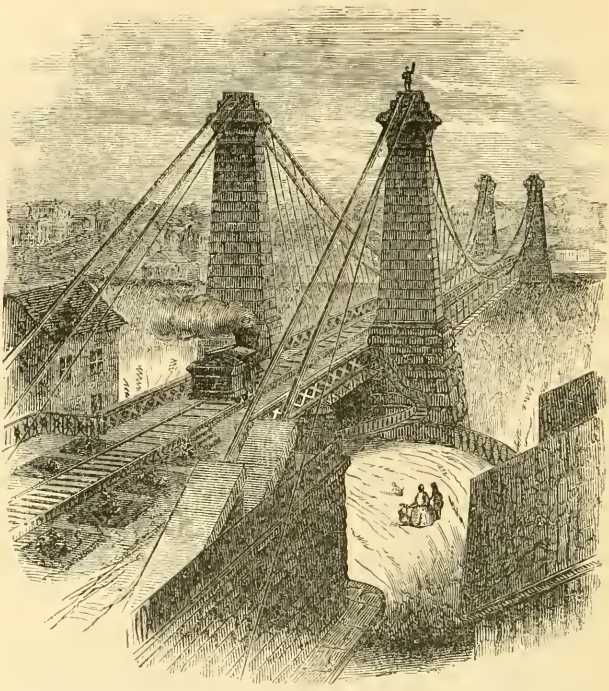
"A change of temperature of 100° causes a difference in the level of the floor of two feet three inches. The lower floor, or river stays have enough of slack, or deflection, to adjust themselves under these changes. The only difference will be, that they are tighter in winter than in summer; consequently, that the equilibrium of the bridge will be less affected by passing trains in cold weather than in warm.

"Droves of cattle are, according to the regulations, to be divided off into troops of 20, no more than three such bodies, or 60 in all, to be allowed on the bridge at one time. Each troop is to be led by one person, who is to check their progress in case they should start off on a trot.

"In my opinion, a heavy train, running at a speed of 20 miles an hour, does less injury to the structure, than is caused by 20 heavy cattle under a full trot. Public processions, marching to the sound of music, or bodies of soldiers keeping regular step, will produce a still more injurious effect."

The charge for passing over the bridge, on foot, is 25 cents—going and returning. Carriage $1.00, with 25 cents for each passenger inside.

The promenade, during a hot day, on the foot-path of the bridge, is deliciously cool, from the breeze which generally blows up or down the gorge of the river. The views looking towards the Falls, from different points on the bridge, are also exceedingly good, presenting to the stranger the picture of Niagara Falls, as they are represented in many engravings which are given of them, and even the best of them, after all, only can give a very faint idea of the great reality.



NIAGARA SUSPENSION BRIDGE—RAILROAD TRACK VIEW.

## THE FALLS OF NIAGARA.

[Distant from New York, 440; Quebec, 585; Philadelphia, 441; Baltimore, 632; Toronto, 50; Buffalo, 22 miles.]

To attempt to convey the faintest impression of the unspeakable magnitude and magnificence of the Falls of Niagara almost borders on presumption. They have been clad with a brilliant halo of imagination since we first heard of their existence, at school. The pen, the pencil, and photography, have all been laid under contribution, for the purpose of describing and illustrating the mighty cataract. The powers of word-painting have been wielded by the literateur, the preacher, and the poet, to furnish suitable representations of the "world's wonder." Futility and failure have been written upon every attempt. The thunder of waters is inexpressible by human language; but yet, to be admired it needs only to be seen; and the deep impression that is stamped upon the mind of every spectator that stands before the stupendous scene of Niagara, will never be erased from the tablets of memory. Who shall ever forget that moment when he leapt from the cars, bounded, with all the impatience of a curiosity cherished from earliest infancy, down the declivity, and the sublime scene burst upon his astonished vision? The eye wandered up and down "the Rapids," rushing, for a mile above the Falls, in tumultuous madness, fretting and eddying, whirling and twirling, rumbling and tumbling, pell-mell, in precipitate confusion; fell then upon the pure, pellucid waters, that soothed themselves into a solemn sweep as they moved, with the majesty of irresistible might over the lofty precipice, with the deafening roar of gratulation at their safe descent; and last, not least, upon the beauteous bow that capped and crowned the glowing scene resplendent with magnificence and redolent of transcendent sublimity.

But instead of straining the capabilities of language, by heaping metaphor on metaphor, in a listless endeavour to describe the indescribable, let us act as *cicerone* to the tourist, and leave him to drink inspiration from the voice of the living waters themselves.

We may here notice that the Falls are formed by the United waters of Lake Superior, Lake Michigan, Lake Huron, and Lake Erie, which all meet in the River Niagara, at the eastern extremity of Lake Erie, from which it pursues its

AMERICAN FALL. GOAT ISLAND. HORSE-SHOE FALL.

FALLS OF NIAGARA.

course for about 22 miles, where it is divided, by Goat Island, into two falls—the one forming a fall in a straight line, called the American Fall, as it falls on the United States side of the River, and the other in a sort of semi-circular form, or, as it has been called, the Horse-Shoe Fall, on the Canada side of the river.

The American Fall is about 900 feet wide, with a descent, in one unbroken sheet, of 163 feet perpendicular.

The Canadian or Horse-Shoe Fall is about 2000 feet wide, with a fall of 158 feet. The total descent of the water from Lake Erie to Lake Ontario is 334 feet. Such is the great action of the water upon the precipice over which it falls —as well as upon the embankments upon both sides of the river—it is estimated that about one foot is worn away annually, and that the falls have receded during the course of ages—estimated by geologists at 37,000 years—from Queenstown, 7 miles below, to where they are at present.

With these preliminary remarks, we shall proceed to describe the most important objects of interest, addressing ourselves as if the reader were on a visit there.

As one very common route for strangers who wish to "do" the Falls in the most methodical and particular manner, we subjoin the following, which can be adopted, either in whole or in part, by the tourist, as he may feel disposed.

Supposing, then, that you are on the American side of the river, you proceed to Goat Island In proceeding thither you cross the bridge of 3 arches, which spans the river, to Bath Island, from off which you get an excellent view of the Rapids, as they come rushing along, as if bent on sweeping away the bridge, and every thing on it, before them down the stream and over the fall. Arrived across the bridge, you enter a cottage, register your name, and pay a toll of 25 cents, (1*s.* stg.,) which will admit you to cross and re-cross during the whole season. Passing on, you may observe, to your right hand, the paper works which were burned down last autumn. Passing them, you cross another small bridge, and then enter upon the beautiful grounds of Goat Island. Turning to the right hand, you proceed to the "Hog's Back," and across a small bridge to "Luna Island," which divides a small portion of the American Fall. An excellent view is there obtained of the American Fall, and scenery up and down the river.

After leaving Luna Island, you proceed through Goat Island, keeping on the walk nearest the river, towards the Canadian Fall. Before reaching there, however, you descend Biddle's Stairs (named after Mr. Biddle, of Philadelphia, who built them) to the Cave of the Winds.

Cave of the Winds.—Reaching the bottom of Biddle's Stairs you proceed by a narrow foot path towards the American Fall, behind which the Cave is situated. There you are provided with a waterproof dress, and obtain a magnificent view of the Fall as it thunders down from above and in front of you. Charge for loan of dress, $1.00 (4*s.* stg.). The Cave is 130 feet high, 100 feet wide, and 30 feet deep.

Retracing your steps to Biddle's Stairs, but before reascending them, you can have an excellent view of the Horse-Shoe Fall, as seen from the edge of the river. After regaining the top of these stairs you may be disposed to rest. Plenty of seats are to be found close at hand, where you may rest and admire the scene around and in front of you. Proceeding from there, you now follow the path towards the grandest point of all, the Terrapin Bridge, (Terrapin signifies Turtle,) and Prospect Tower. (See engraving.)

Terrapin Bridge, and Prospect Tower.—Arrived at the edge of the river, as it sweeps rapidly past, you proceed along the wooden bridge, which extends to the base of the Tower. At every step, you may be apt to pause and admire the grandeur of the scene. From the base of the Tower a magnificent view of the river and rapids are to be seen; but you now ascend to the top of Prospect Tower, up through a narrow spiral staircase, and, once outside on the top, it is then and there, in our opinion, that the true grandeur of the Horse-Shoe Fall is to be seen, as its mighty volume of 670,000 tons of water comes rushing along every minute, and falls with a continuous roar over the precipice of 158 feet deep, down into the gorge below, where the river has been estimated to be 250 feet deep. The vast volume of water—the magnificent view down the river to Suspension Bridge—the rapids coming down the cataract behind you—together with the scenery on every side—will all combine to entrance you to the spot with admiration and delight, and render you almost unwilling to leave a scene so grand and inspiring.

Retracing your steps towards Goat Island, you next proceed to the Three Sisters—three islands which stand out in the river, and named, respectively, "Moss Island," "Deer Island," and "Allan's Island." Between the first of the Three Sisters and Goat Island is the "Hermit's Cascade," named after a religious hermit, who became so enamoured with the spot that he took up his abode and lived there for some time, in Robinson Crusoe fashion, till one day he was *non est*, it being supposed he had ventured too far upon a particular log of wood, which capsized him into a watery grave.

The walk around Goat Island will be highly appreciated. Some charming nooks of great beauty are there, whilst from the head of the Island is to be seen, 2½ miles up the river, Chippewa; and, four miles from there, Navy Island, belonging to Canada, which was occupied by the Canadian patriots of 1837–8. From there, also, the steamer *Caroline* which was

TERRAPIN TOWER, HORSE-SHOE FALL.

FROM AMERICAN SIDE.

TABLE ROCK, HORSE-SHOE FALL.

FROM CANADA SIDE.

conveying provisions and ammunition to the rebels, was cut adrift and sent afloat down the river, and over the Horse-Shoe Fall. Near the head of the Island the point may be seen where —before any bridges connected the Island with the mainland—Stedman, the occupier of the Island, crossed with his goats for pasture, hence the name Goat Island.

Fort Schlosser may be seen further up the river, also on the American side, where La Salle, the great explorer, first founded a trading post. This fort has changed hands, first from the French to the British, and next from the British to the Americans. About this spot the vessel, (named the *Griffin*,) which first navigated the river and lakes, was built. A Father Hannepin is said to have been the first white man who visited Niagara and saw the Falls, and who, like many who have succeeded him, published a very exaggerated account of them.

In wandering round Goat Island you have now reached the starting-point on it, viz., the Bridge at the Rapids, which you re-cross, and make direct for Point View.

Point View is situated close to the edge of the American Fall, and on the very brink of the precipice. From this point you get an excellent view of both Falls, but more particularly a distant view of the Horse-Shoe Fall. In the ferry-house at Point View there is a railway, down an incline of 1 in 31 feet. The cars are worked up and down by water power, and are completely under the control of those in charge. The fare for going up or down is 5 cents. At the bottom of the incline is the river, where boats may be hired to take you across to the Canada side of the river for 20 cents. Alongside of the railway incline, there are steps, up and down which parties may go free. The depth, to the edge of the water, is 260 feet—291 steps in all.

In the summer season a small steamer, called the "New Maid of the Mist," sails from the foot of the ferry stairs, up as near as possible to the base of the Horse-Shoe Fall. On proceeding on board you put on an oil-skin cloak and hood, which envelopes the whole person, excepting the face; and, thus clad, you stand on deck, viewing the Falls, as the steamer makes her speedy trip, and as she rocks about amid the agitated water. Certainly the view is excellent, unless when the sun is shining out very strong, then much of the sight is lost, owing to that and the spray from the Falls falling so thickly upon the face and eyes. The sail is one only of a few minutes, nevertheless we recommend all to take a trip on board the little craft. Great vigilance and care is necessary in steering round the base of the Fall. When it has reached the middle of the Fall the steam is shut off, and then the boat is swung round and carried down by the current, when steam is put on, and she is turned round to the landing-point, ready to take on board another lot of passengers. Fare for the trip 50 cents, (2*s.* stg.).

In the ferry-house a beautifully clear stream of water, from the rock, is kept running continually, with tumblers provided for the use of visitors.

The Messrs. Porters, to whom the property belongs, have done much lately to improve the appearance of the place all around, and added greatly to the comfort and convenience of visitors, by providing seats, etc., etc.

Having spent some time at Point View, you may now proceed down the incline we have mentioned, cross the river in a small boat, and land on the Canadian side, near the Clifton House, on your road to a curiosity in its way—the Burning Springs—shown to strangers by an old native of Aberdeenshire, (Scotland).

Before reaching there, however, you will pass Table Rock—a view from off which will interest you.

Table Rock, of which we give an illustration, is situated on the Canada side of the river, near the angle where the Horse-Shoe Fall pours over. It is a crag, which projects over the edge of the precipice, and is about 160 feet above the river. It is now much smaller than in former years, large portions having fallen away from it at different times. Near Table Rock there is another staircase, which you may descend and get a view from behind the great sheet of water which falls over the Horse Shoe, from off a narrow ledge of rock, called Termination Rock,* which, together with the ground all about it, shakes with the immense power of the water pouring down upon it. It is only, however, when the water is not very full, that this sight can be seen.

A favourite time with many for visiting the falls is at sunset, about which time some most beautiful phenomena are to be seen. Again, the view by moonlight is considered to be very fine, and presenting totally different features from any thing to be seen during the day. In winter time also, we understand, the Falls, together with the scenery around them, present sights well worth being seen by every tourist.

To reach Burning Springs it is a considerable walk round from the Clifton House, so that most parties engage a conveyance thither. The pedestrian, however, will enjoy the walk very much. The charge at the Burning Springs is 25 cents each.

Burning Springs.—From the sketch we give, readers at a distance will see an exact representation of where the Spring is exhibited, in an old wooden "shanty," pitch dark, but lighted up by the attendant, as he applies a light to the

* Since this was written, we understand that Termination Rock has been washed away—thus, we fear, depriving all in future of obtaining the view here alluded to.

THE BURNING SPRINGS, NIAGARA.

gas, as it issues up through an iron pipe fixed in a barrel, which is placed amidst the water 3 or 4 feet underneath. The water, which is charged with sulphurated hydrogen gas, rises in the rock close at hand, and forces its way up through the bed of the stream, which is there. Sometimes it burns much brighter than at other times, the water emitting a strong smell, similar to that of some mineral springs. When at Burning Springs, another and different view from any hitherto seen, is presented of the River Niagara, as it comes down from Lake Erie, and, in summer, the scenery in the neighbourhood of the Springs is beautiful in the extreme.

Leaving the Burning Springs, you may now proceed to the battle-ground of Lundy's Lane. There a wooden tower is erected, for the benefit of those who wish to ascend and obtain a magnificent view of the country. On the top of this tower one of the heroes of the Battle of Lundy's Lane will be met with, in the shape of an attendant, who will be glad to point out to you all the points of interest connected with the fighting between the Americans and the British, on those very fields you will there survey. If you happen to be a British visitor, the faithful attendant will not wound any national prejudices you may have regarding who was most successful on particular occasions during the struggle, but rather flatter them by leading you to understand that, of course, the British came off victorious. You will, however, perhaps, be in some doubt, after all, as to that, if you take the *ipse dixit* of this military chronicler, when you learn that the American, who preceded or followed you on your visit, was parted company with on the same terms, and with an equally flattering account of how the Americans licked the British, and, of course, also won the battle! On the way to Lundy's Lane, you may pass through the pretty little village of Drummondville, named after General Drummond, commander of the British forces at the battle referred to. From Lundy's Lane you may now proceed on to the Suspension Bridge and the Whirlpool. Particulars respecting the Suspension Bridge will be found annexed, with illustrations of it.

The Whirlpool can be seen from the Canada side of the river. When at the Suspension Bridge you proceed along the top of the embankment, through fields and brushwood, following the course of the river, till its course turns at a right angle on towards Lake Ontario. It is at this angle of the river where the whirlpool is. An excellent view of the river and scenery along its banks, and around the whirlpool, is to be had from the Canada side immediately above it, and the beauty of the scene there may tempt you to prolong your rest on the wooden seat erected there for the wearied traveller.

The visitor who expects to see an immense whirlpool will, we think, be disappointed, as the Whirlpool, so called, consists of a series of eddies in the rapid stream as it reaches the end of the gorge at the angle of the river—more remarkable for being raised up in the centre of the

stream, than for any great similarity to an immense whirlpool, which many expect to see.

The best view, however, of the Whirlpool is to be had at the edge of the river, on the American side, exactly opposite to the point mentioned above. To reach there, you proceed across the Suspension Bridge, turn to your left, and walk along the public road till you reach Devaux's College—which you cannot but observe as you go along. There you turn from off the public road, and follow a narrow road through a dense wood, until you reach a small wooden house, where you will find parties ready to give you all information respecting the path down to the edge of the river below. You there pay 25 cents, which goes to the support of Devaux's College—a college established, at a cost of $154,000, by a Frenchman named Devaux, for the free maintenance and education of 100 boys. You will, in all probability, be pleased with your visit to the Whirlpool. Whilst there, you may proceed to the Devil's Hole, a short way down the river, on the same side, and which consists of a chasm of about 200 feet deep on the bank of the river. The small stream which pours over the precipice above there, is called Bloody Run—named so in consequence of the colour given to it on one occasion by the blood of the British troops mixing with it, during an engagement with some Indians and French during the war there in 1763.

Brock's Monument forms one of the "lions" of Niagara, which tourists, in approaching from Toronto, per steamer and rail, will observe to great advantage, as they proceed in the cars from the town of Niagara to Suspension Bridge. It stands on Queenstown Heights (Canada side). Erected to the British general, Sir Isaac Brock, who fell in the engagement fought there in 1812. On the top stands the statue of the gallant officer. Although a considerable distance from the Falls, (about 7 miles,) yet if the tourist has time, the visit to it will repay the time and trouble, as a most magnificent view of the river, country round about, and Lake Ontario is there obtained.

Opposite Queenstown, on the River Niagara, is Lewiston—famous for its stupendous suspension bridge—even longer than the one further up the river, being 1045 feet long.

Niagara Falls.—In addition to the name of the celebrated Falls, the town in the immediate vicinity takes also the name of Niagara Falls—situated in the State of New York.

As is well known, it is the fashionable resort of all who desire to make their residence on the American side of the river. The hotels are on the largest scale, and characterized by great magnificence and comfort. Trains arrive at and depart from the station at the town, to and from which omnibuses run in connection with the principal hotels.

The town on the American side, at Suspension Bridge, is known by the name of Niagara City.

Travellers for the Falls should check their baggage to "Niagara Falls," if they intend residing on the American side; and to "Suspension Bridge, Clifton," if on the Canadian side—on which side there are excellent hotels also.

The large illustration of the Falls given in the accompanying page, was taken from what is considered the best point for seeing both the American and Canadian (or Horse-Shoe) Falls together, viz., near the Clifton House, on the Canadian side of the river. This view was taken by photograph, by M. Hanungel, Photographer, Broadway, New York, last summer, and is decidedly the best and most correct view of the Falls we ever saw on paper. To preserve, as far as possible, in the process of engraving, all the details of the great original, we have had M. Hanungel's immense photograph re-photographed on a reduced scale on wood, by Price's patent process, and engraved, so that we can, with confidence, refer to the accompanying view of the Niagara Falls as correct in every particular.

The other illustrations presented have also been engraved from photographs taken there last summer.

## ROUTES TO THE FALLS.

There are several routes from the Atlantic seaboard, the best of which we give, with the distances and fare, as near as can be ascertained; as also one from Quebec through Canada:—

FROM NEW YORK.

| **No. 1.** | Miles. | Cost. |
|---|---|---|
| Steamer, from New York to Albany | 150 | $1.50 |
| Rail, from Albany to Rochester | 229 | 4.58 |
| Rail, from Rochester to Niagara Falls | 76 | 1.52 |
| Total | 455 | $7.60 |
| | | £1 10*s.* 6*d.* stg. |

From New York to Albany the Hudson River Railroad can be taken; distance, 144 miles; fare, $3.00.

| **No. 2.** | Miles. | Cost. |
|---|---|---|
| N. York and Erie R. R. to Hornellsville | 333 | $6.75 |
| Rail, from Hornellsville to Buffalo | 91 | 2.10 |
| Rail, from Buffalo to Niagara Falls | 22 | 0.60 |
| Total | 446 | $9.45 |
| | | £1 18*s.* stg. |

Or, per New York and Erie Railroad to Rochester and Buffalo direct, 298 miles, thence as above.

FROM NEW YORK.

| **No. 3.** | Miles. | Cost. |
|---|---|---|
| New York and Erie Railroad to Elmira | 274 | $6.00 |
| Rail, from Elmira to Niagara Falls | 166 | 4.10 |
| Total | 440 | $10.10 |
| | | £2 0*s.* 6*d.* stg. |

FROM QUEBEC.

| **No. 4.** | Miles. | Cost. |
|---|---|---|
| Rail, to Montreal | 171 | $6.00 |
| Rail, from Montreal to Toronto | 333 | 10.00 |
| Rail, from Toronto to Niagara Falls | 81 | 1.88 |
| Total | 585 | $17.88 |
| | | £3 11*s.* 6*d.* stg. |

From Toronto the steamer can be taken to Niagara, (36 miles,) on Lake Ontario; thence rail (14 miles) to Suspension Bridge. Total distance, from Toronto, about 50 miles; cost, $1.50 (6*s.* stg.).

## MONTREAL TO OTTAWA, C. W.

This beautiful route may be traversed either by rail from Montreal to Prescott Junction, and thence by rail to Ottawa, as described elsewhere; or it may be taken by way of rail to Lachine, steamer from Lachine to Carrillon, rail from Carrillon to Grenville, and Grenville to Ottawa by steamer again. By this route it will be seen that there are several changes to be made, which cannot be avoided, on account of the rapids on the river, which cannot be "run" by the steamer.

This route is one so little known, that, notwithstanding the disadvantages which changing so often presents, we have thought it advisable to give a brief account of the trip to Ottawa, as made by us last June, addressing ourselves as if the reader were going. Proceeding in cab or omnibus to Griffintown — 1½ miles from post-office, Montreal—you arrive and book at the Lachine Railroad Depot; fare through to Ottawa, first class, $3; second class, $2. Strange to say, no baggage is "checked through," on this route as via Grand Trunk railroad, or the other lines in the United States.

Started on the cars, therefore, with a string of tickets to and from the different points on your way, you soon reach Lachine, nine miles off. At Lachine you change cars, and step on board the steamer "Lady Simpson" in waiting, and once under weigh, you get a fine view of the mighty St. Lawrence, with Lake St. Louis close at hand.

Not long after the steamer starts, breakfast will be announced, which may be partaken of, if you had not got it before you started from Montreal. An excellent breakfast for 1*s.* 10½*d.* currency, (1*s.* 6*d.* stg.,) or 37½ cents. If a fine morning, you will be delighted with the sail, as the steamer skims along the shore of the Island of Montreal, till she reaches St. Anne's, at the extreme corner of that island. At St. Anne's, the steamer leaves the St. Lawrence, and passes through the locks there, and is then on the bosom of the Ottawa. You will scarcely be able to imagine it to be a river; in reality, it forms the Lake of the Two Mountains, being one of the numerous lakes which the Ottawa may be said to be a succession of.

At St. Anne's you will get an excellent view of the substantial stone bridge of the Grand Trunk Railway, which here crosses the Ottawa, and which forms a striking contrast to the mistaken policy of the railway companies in the United States in building so many "rickety" wooden bridges—with their warnings up of fines of so much if you trot a horse over them—and which in going over so many accidents have occurred. Here, possibly, you may observe, against one of the piers of this bridge, a portion of a large raft, which, in "running" the rapids last season, became unmanageable and dashed up against the bridge —scattering the raft in all directions—to the great loss of the proprietor of it. Some of the logs may be seen yet, resting up against the pier of the bridge, as if trying to clear all before them, and the gigantic pier standing up, in its mighty strength, as if bidding them float quietly past.

St. Anne's is the spot where the poet Moore located the scene of his celebrated Canadian Boat Song.

### CANADIAN BOAT SONG.

BY THOMAS MOORE.

Faintly as tolls the evening chime,
Our voices keep tune and our oars keep time;
Soon as the woods on shore look dim,
We'll sing at St. Anne's our parting hymn.
Row, brothers, row, the stream runs fast,
The Rapids are near, and the daylight's past.

Why should we yet our sail unfurl?
There is not a breath the blue wave to curl;
But when the wind blows off the shore,
Oh! sweetly we'll rest our weary oar.
Blow, breezes, blow, the stream runs fast,
The Rapids are near, and the daylight's past.

Ottawa's tide! this trembling moon
Shall see us float over thy surges soon.
Saint of this green isle! hear our prayers,
Oh! grant us cool heavens and favoring airs.
Blow, breezes, blow, the stream runs fast,
The Rapids are near, and the daylight's past.

Started from St. Anne's you shortly reach a beautiful expansion of the Ottawa—which forms here what is called The Lake of the Two Mountains—named from the two mountains which are seen to the north, rising four hundred to five hundred feet high.

After sailing a short time, and with your face to the bow of the steamer, you will observe, to the right, where this great river—coming slowly and silently along—is divided by the Island of Montreal; the one fork of the river which you observe to the north-east, winding its way past the island, after which it makes its acquaintance with the St. Lawrence, to the north-east of Montreal. The other fork, or division on which you have just started from, at St. Anne's, meets the St. Lawrence there; although, strange to say, the waters of these two immense rivers—as if not relishing the mixture of each other, and thus forming one—continue their separate and undivided distinctness for miles, till they meet with such rough treatment, from either torrents, wind, or waves, that they join issue, and form at last, one immense river in the St. Lawrence, in which the beautiful but majestic Ottawa is swallowed up.

In the last report on the Geological Survey of Canada, the following remarks on the component parts, and other peculiarities, of the Ottawa and St. Lawrence occur:—

"The water of the Ottawa, containing but little more than one-third as much solid matter as the St. Lawrence, is impregnated with a much larger portion of organic matter, derived from the decomposition of vegetable remains, and a large amount of alkalies uncombined with chlorine or sulphuric acid. Of the alkalies determined as chlorids, the chlorid of potassium in the Ottawa water forms thirty-two per cent., and in that of the St. Lawrence, only sixteen per cent.; while in the former, the silicia equals thirty-four per cent., and in the latter, twenty-three per cent., of the mineral matters. The Ottawa drains a region of crystalline rocks, and receives from these by far the greater part of its waters; hence the salts of potash, liberated by the decomposition of these rocks, are in large proportion. The extensive vegetable decomposition, evidenced by the organic matters dissolved in the water, will also have contributed a portion of potash. It will be recollected that the proportion of potash salts in the chlorids of sea-water and saline waters, generally, does not equal more than two or three per cent. As to the St. Lawrence, although the basin of Lake Superior, in which the river takes its origin, is surrounded by ancient sandstones, and by crystalline rocks, it afterwards flows through lakes whose basins are composed of palæozoic strata, which abound in limestones rich in gypsum and salt, and these rocks have given the waters of this river that predominance of soda, chlorine, and sulphuric acid which distinguishes it from the Ottawa. It is an interesting geographical feature of these two rivers, that they each pass through a series of great lakes, in which the waters are enabled to deposit their suspended impurities, and thus are rendered remarkably clear and transparent."

The two rivers thus not mixing at once, is owing, we presume, to the specific gravity of the one being much heavier than that of the other. The two are distinctly seen flowing down together, by the difference in their color.

The lake you are now upon—if a fine morning, and in summer—will be as calm as a mill-pond, and, with its wooded islands, and nicely-wooded country round about, forms a scene of the finest character. Each turn the steamer takes, it opens up with it new beauties. Sometimes, however, the lake, now so placid and beautiful to look upon, is raised like a raging sea, rendering its navigation not so easy, as many a poor raftsman has found to his cost, whilst navigating his treasure of lumber to Quebec or Lachine. You may, possibly, see some of these rafts of lumber as you pass along. Nowhere in the whole of America, we believe, will you see such magnificent and valuable rafts of lumber as on the Ottawa. The rafts on the Delaware, Ohio, and Mississippi, which we have seen, are nothing to com-

pare to them—either in size or in the value of the wood of which they are composed. (See *Lumber and Lumbermen.*)

Passing onwards on the lake, you will observe THE INDIAN VILLAGE, at the base of the Two Mountains. There reside the remnants of two tribes, the Iroquois and Algonquins.

On the sandy soil behind the village, the Indians have their games, foot races, etc., etc.

After passing there, the steamer will probably stop at VAUDREUL, at the head of the Lake of the Two Mountains. Proceeding on from there, the steamer will steer for Point Anglais, (English Point,) and from there cross over to the settlement of REGAUD, and a hill of the same name, on the river Le Graisse.

After enjoying the beauties of the scene on every side, you will shortly find yourself at Carrillon. Opposite Carrillon is situated Point Fortune, the station which leads per stage to the Caledonia Springs, unless passengers wish to go there from L'Original, which you will reach, by-and-by, by taking the cars at Carrillon, the point you have now reached.

At Carrillon you will leave the steamer, walk up to the train which is in readiness to convey you from there to Grenville. On alighting from the steamer, look after your baggage—see it placed on the cart which is to convey it from there to the train—and then see it placed on the train.

You will have a few minutes to wait at Carrillon, during which time you can be surveying the beauties of the scene around you—and get a peep of the rapids which here pass from Grenville to Carrillon, where you are.

"All aboard," as the conductor says; the bell on the engine rings, and you are on the high road to Grenville.

This road passes through farms in all stages of clearing—the numerous shanties betokening that they are held by their original proprietors, who are struggling to see them all cleared some day, and present a very different scene from what they do at present. Passing through, therefore—dismal enough swamp—some good land—farms cleared and uncleared—you arrive at Chatham Station (C. E). You will remember that you are now in Canada East—the other side of the River Ottawa, all the way up, nearly to its source, being Canada West; you, no doubt, are aware that Canada East is inhabited chiefly by French Canadians, (Roman Catholics,) and Canada West chiefly by British, or descendants of such, (and mostly Protestants,) the Scotch people forming a large portion of the population in Canada West. Passing Chatham Station—and a good many cleared farms in its neighborhood—you shortly reach Grenville, where the train stops, and you take the steamer "Phœnix." Here again look after your baggage, and see it on board.

At Grenville, you cannot fail to be forcibly struck with the beauty of the scenery now disclosed to your view. Not being of a poetical disposition, we regret our inability to do it that justice, in our description of it, to which it is entitled. From this point, the steamer turns round, to start on towards Ottawa, 58 miles off (6½ hours). To our mind, this is the finest scene on the whole trip. The Ottawa here forms a sort of bay, with exquisitely beautiful scenery all round it—on one side a range of hills, stretching along as far as the eye can carry, wooded to their tops. The scenery reminds us of the vicinity of Ellen's Isle, on Loch Katrine, (Scot.,) only, that on the Ottawa, at this point, the hills are wooded—whilst those of the Scottish lake are barren—or covered only with pasture and heather.

Passing on from this charming point of view, the steamer now goes direct up the river for Ottawa City, making several stops by the way: the first is Hartwick's old landing, next, L'Original, with its excellent pier, and pretty, quiet little town in the distance.

Proceeding on, you will pass, on the right hand or north side of the river, the lands of the Papineau Seigniory, belonging to L. J. Papineau, of 1837 Canadian rebellion notoriety. This gentleman, we believe, still strongly adheres to his republican opinions, and is not a member in the Canadian legislature, at present. Before the rebellion alluded to, Mr. Papineau held the office of Speaker, and at the time of the rebellion, it is said government was due him about $4,000, which, on the restoration of peace, etc., he received on his return from exile, notwithstanding that he had been one of the leaders in that movement, in 1837.

The seigniory extends for about 15 miles, and is considered one of the poorest in Canada. As you pass on, you will observe the beautiful range of hills, to the north, which, from the different sizes and shapes they assume, present, with their shrubbery, a beautiful fringe work, to the scene all around. These hills form part of the chain, which range from Labrador, all the way to the Rocky Mountains.

Passing the stopping point of Montebello, you will observe Mr. Papineau's residence, embosomed amongst trees and shrubbery of beautiful foliage. It is called Papineau's Castle —Cape St. Marie. At this point, the steamer turns to the left, leaving the hills referred to, behind you. From Mr. Papineau's house, a most magnificent view of the river, and surrounding country, must be had—occupying so prominent a position, at the bend of the river, which there forms a sort of bay.

Proceeding on, you will now observe that the scenery assumes rather a different aspect, but still beautiful in its character. You sail past little islands wooded all over, and on between the banks of the river—which in some places become very flat, with the river extending in amongst the forest. At a more advanced season of the year, the river is lower, consequently, much of the water previously spread over a great portion of the country, recedes during the summer months, and before the winter season sets in, a heavy crop of hay is reaped. For nearly eight months in the year, however, the ground is thus covered with the swelling of the river, and of course only fit for cultivation during the hot season of about four months' duration.

You are now approaching to a place about twenty-eight miles of Ottawa—called Thurso —which presents nothing particular but an immense yard full of sawn lumber, belonging to the greatest lumbering establishment in the world—Pollok, Gilmour & Co., of Glasgow, (Scotland,) being one of the many stations which that firm have in Canada, for carrying on their immense trade. From off immense tracts of land, which they hold from government for a mere trifle—situated in different districts on the Ottawa—they have the lumber brought to wharves on the river, made into rafts and then floated down; that intended for the ports on the St. Lawrence and United States, to the west of Montreal, going via Lachine, whilst the greater proportion goes via the route you have been travelling—over the rapids and down to Lake St. Peter's, on the St. Lawrence, till it finally reaches Quebec. There it is sold or shipped by them to ports in Great Britain, large quantities of it finding its way to the Clyde (Scotland). Opposite to Thurso, will be observed what is called Foxe's Point. An English family of that name have settled there, and to this day they appear not to have forgot their taste for neat, well-trimmed grounds, fences, etc., exhibiting many of the characteristics of an Englishman's home. Passing on, you next stop at probably the wharf for Buckingham, (C. E.,) 17 miles inland. Opposite to this landing is Cumberland, (C. W.); passing which, you will shortly reach Gill's wharf, 6 miles from Ottawa, and the last stopping-place previous to reaching there.

In half an hour or so, you will observe the bluffs of Ottawa in the distance, but no appearance of the city, it being situated on ground high above the level of the river, where you land at. To the left you will notice the beautiful little waterfall of the Rideau—a Niagara in miniature—with its Goat Island between the horse shoe and straight line fall. It falls about 30 feet, and forms one of the prettiest little falls to be seen almost anywhere. On the right hand, you will observe a cluster of wooden shanties, at the mouth of the river Gatineau, which there joins the Ottawa, and, as you stand admiring the beauty of the scenery before, behind, and around you, the steamer touches at the wharf of Ottawa City. From the deck of the steamer, you will have an excellent view of the suspension bridge and the Chauderie Falls in the distance, with the rapids and the falls, throwing up the spray all around, forming a white cloud over the bridge. At the wharf you will find vehicles waiting to convey you to any hotel or address you may wish to go to. On reaching the top of the steep incline from the steamer, you will then obtain a first sight, perhaps, of Ottawa City, which was to have been the seat of the Canadian Government—and which may be yet—should the whim or interest of the members of the provincial parliament not decree otherwise.

The steamer "Lady Simpson," from Lachine to Grenville, is partly owned by its captain—Sheppard.

The steamer "Phœnix"—on board which you will find an excellent dinner for fifty cents, (2*s.* stg.,)—is commanded by a very civil and obliging Scotchman named McLachlan—who will be glad to point out to you the beauties of the river. From Grenville to Ottawa—a French-Canadian pilot takes charge of the steering of the vessel.

Parties who go to Ottawa City—by rail, via Prescott—as described elsewhere, can return *from* Ottawa by the route now described, and we have no doubt they will be pleased with one of the finest river trips we have experienced in America. The scenery of the Ottawa, just described, is by no means so bold in character as that of the noble river Hudson, from New York to Albany and Troy—still, it is one which cannot fail to afford the highest satisfaction to the tourist.

For bolder scenery, and the highlands of the Ottawa—see next page for account of the Upper Ottawa—being a continuation of the same river from Ottawa—away north-west—extending to parts as yet untrod by few, if any, white men—far less by tourists.

## MONTREAL TO OTTAWA, C. W.

VIA GRAND TRUNK RAILROAD.

Take the cars on the Grand Trunk Railroad from station in Griffin Town, 1½ miles from post-office, Montreal. Started from the station, you proceed, getting a fine view of the St. Lawrence on the left, the mountain on the right, and the fine landscape stretching beyond, till you reach Point Claire—15 miles. Leaving there, you proceed on through a beautiful country till you reach the magnificent bridge which crosses the river Ottawa at St. Anne's, going over which you get a hasty glance of the Ottawa stretching far beyond to the west, assuming the appearance of a magnificent lake, situated in a basin, surrounded by finely-wooded hills in the background, andr ichly-wooded country on every side of it. Immediately under this bridge you may observe the rapids rushing along, and also the locks where the steamer for the Ottawa River, from Lachine, passes through to avoid these—called "St. Anne's rapids"—from the name of the village close by.

You pass on to Vaudreuil, 24 miles; Cedars, 29 miles; Coteau Landing, 37 miles; River Beaudette, 44 miles; Lancaster, 54 miles; Summerstown, 60 miles; Cornwall, 68 miles; Moulinette, 73 miles; Dickinson Landing, 77 miles; Aultsville, 84 miles; Williamsburg, 92 miles; Matilda, 99 miles; Edwardsburg, 104 miles, to Prescott Junction, 112 miles from Montreal.

At Prescott Junction, you change cars, and take those on the line from Prescott to Ottawa, 54 miles distant, stopping at eight stations between these points. The stranger, if newly arrived, either via Quebec, or New York, from Great Britain, or continent of Europe, will, on this line, get the first glimpse, most likely, of "bush life," of "shanties," and "cleared," or "partially cleared" lands. The line being a succession of dense forest, swamp, and partially cleared farms, presents few or no interesting features to the tourist farther than those mentioned. Between the last station (Gloucester) and Ottawa (11 miles off) the country presents a much more cleared appearance, and a few well-cultivated farms will be seen along the line of railroad, until it arrives at the station, close to New Edinburgh, on the one side of the Rideau River, with Ottawa on the other side, about a quarter of a mile off.

You will find vehicles in waiting, which will convey yourself and luggage to whatever hotel you please. Campbell's Hotel, Ottawa, we can recommend.

For description of Ottawa, see elsewhere.

After you have visited Ottawa, its river above the town, etc., etc., you can return to Montreal, via steamer on the River Ottawa, via Grenville, Lachine, etc., (see Montreal to Ottawa, via Lachine and steamer,) or the way you came.

## UNITED STATES TO OTTAWA, C. W.

Prescott Junction, on the Grand Trunk Railway, 112 miles from Montreal, is the nearest point for tourists and emigrants from the United States.

Prescott is approached by steamer from Ogdensburg, opposite side of the river.

Or via rail to Cape Vincent, thence steamer to Kingston, and rail to Prescott.

Or via steamer all the way, viz., Cape Vincent, passing through the Thousand Islands, past Brockville on to Prescott.

Or via steamer to Brockville, thence rail to Prescott Junction.

From Prescott to Ottawa proceed per rail, as mentioned in preceding route. See "Montreal to Ottawa," per Grand Trunk Railroad.

From Suspension Bridge or Niagara Falls, per Great Western Rail to Toronto, and thence Grand Trunk Railroad to Prescott Junction; thence, rail. Or steamer from Lewiston or Niagara to Toronto, and thence, steamer on Canada side, or by the American line of steamers from Lewiston and Niagara direct to Brockville or Ogdensburg.

## THE UPPER RIVER OTTAWA.

A description of the lower portion of the Ottawa we have given elsewhere, in a trip from Montreal to Ottawa, leaving the river on reaching the town of Ottawa.

For an authentic description of the upper portion of this wonderful river, we annex particulars regarding it, from a report made to the House of Assembly, some time ago. The description of the river which follows, commences *at the source* of the river, and proceeds on *towards Ottawa*, till it reaches the point we left off at:

The length of the course of the Ottawa River is about 780 miles. From its source it bends in a south-west course, and after receiving several tributaries from the height of land separating its waters from the Hudson's Bay, it enters Lake Temiscaming. From its entrance into this lake downward the course of the Ottawa has been surveyed, and is well known.

At the head of the lake the Blanch River falls in, coming about 90 miles from the north. Thirty-four miles farther down the lake it receives the Montreal River, coming 120 miles from the north-west. Six miles lower down on the east, or Lower Canada bank, it receives the Keepawasippi, a large river, which has its origin in a lake of great size, hitherto but partially explored, and known as Lake Keepawa. This lake is connected with another chain of irregularly-shaped lakes, from one of which proceeds the River du Moine, which enters the Ottawa about 100 miles below the mouth of the Keepawasippi, the double discharge from the same chain of lakes in opposite directions, presents a phenomenon similar to the connection between the Orinoco and Rio Negro in South America.

From the Long Sault at the foot of Lake Temiscaming, 233 miles above Bytown, and 360 miles from the mouth of the Ottawa, down to Deux Joachim Rapids, at the head of the Deep River, that is for 89 miles, the Ottawa, with the exception of 17 miles below the Long Sault, and some other intervals, is not at present navigable, except for canoes. Besides other tributaries in the interval, at 197 miles from Ottawa, it receives on the west side the Mattawan, which is the highway for canoes going to Lake Huron, by Lake Nipissing. From the Mattawan the Ottawa flows east by south to the head of Deep River Reach, 9 miles above which it receives the River Du Moine from the north.

From the head of Deep River—as this part of the Ottawa is called—to the foot of Upper Allumette Lake, 2 miles below the village of Pembroke, is an uninterrupted reach of navigable water, 43 miles in length. The general direction of the river, in this part, is south-east. The mountains along the north side of Deep River are upwards of 1000 *feet in height*, and the many wooded islands of Allumette Lake render the scenery of this part of the Ottawa magnificent and picturesque—even said to surpass the celebrated Lake of the Thousand Islands on the St. Lawrence.

Passing the short rapid of Allumettes, and turning northward, round the lower end of Allumettes Island, which is 14 miles long, and 8 at its greatest width, and turning down south-east through Coulonge Lake, and passing behind the nearly similar Islands of Calumet, to the head of the Calumet Falls, the Ottawa presents, with the exception of one slight rapid, a reach of 50 miles of navigable water. The mountains on the north side of Coulonge Lake, which rise apparently to the height of 1500 feet, add a degree of grandeur to the scenery, which is, in other respects, beautiful and varied. In the Upper Allumettes Lake, 1500 miles from Ottawa, the river receives from the west the Petawawee, one of its largest tributaries. This river is 140 miles in length, and drains an area of 2,200 square miles. At Pembroke, 9 miles lower down on the same side, an inferior stream, the Indian River, also empties itself into the Ottawa.

At the head of Lake Coulonge, the Ottawa receives from the north the Black River, 130 miles in length, draining an area of 1120 miles; and 9 miles lower, on the same side, the River Coulonge, which is probably 160 miles in length, with a valley of 1800 square miles.

From the head of the Calumet Falls, to Portage du Fort, the head of the steamboat navigation, a distance of 80 miles, are impassible rapids. Fifty miles above the city the Ottawa receives on the west the Bonechere, 110 miles in length, draining an area of 980 miles. Eleven miles lower, it receives the Madawaska, one of its greatest feeders, a river 210 miles in length, and draining 4,100 square miles.

Thirty-seven miles above Ottawa, there is an interruption in the navigation, caused by 3 miles of rapids and falls, to pass which a railroad has been made. At the foot of the rapids, the Ottawa divides among islands.

Six miles above Ottawa begins the rapids, terminating in the Chaudière Falls, Ottawa.

The greatest height of the Chaudière Falls is about 40 feet.

## A TRIP TO THE RIVER SAGUENAY.

For about $12, a trip can be enjoyed to and from one of the most magnificent districts in Canada—where nature appears in all her wild and secluded grandeur.

Tourists take the steamer from Quebec, which sails generally every Wednesday.

To quote from one who visited this district, "You leave in the morning, and passing down the St. Lawrence, put in at several places for passengers, which gives an opportunity of seeing the *habitans*, and the old-fashioned French settlements of St. Thomas, River Ouelle, Kamouraska, and many others, together with Orleans Island, Crane Island, Goose Island, and the Pilgrims. The north and south shores of the river are thickly studded with parish churches, having spires of tin which glitter in the sun like shining silver; these, and the whitewashed farm-houses, form two objects characteristic of Lower Canada. By sunset you arrive at River du Loup. The water is quite salt, and the river, expanding to the breadth of 20 miles, gives it the appearance of an open sea; and it is much frequented as a sea-bathing place.

"Here you remain all night on board, so as to be ready for an early start at dawn, when you stretch across for the north shore, steering for a great gap in the mountains. This is the mouth of the Saguenay, one of the most singular rivers in the world; not a common river, with undulating banks and shelving shores, and populous villages: not a river precipitous on one side, and rolling land on the other, formed by the washing away of the mountains for ages: this is not a river of that description. It is perfectly straight, with a sheer precipice on each side, without any windings, or projecting bluffs, or sloping banks, or sandy shores. It is as if the mountain range had been cleft asunder, leaving a horrid gulf of 60 miles in length, and 4000 feet in depth, through the grey mica-schist, and still looking new and fresh. 1500 feet of this is perpendicular cliff, often too steep and solid for the hemlock or dwarf oak to find root; in which case, being covered with coloured lichens and moss, these fresh-looking fractures often look, in shape and colour, like painted fans, and are called the Pictured Rocks. But those parts, more slanting, are thickly covered with

stunted trees, spruce and maple, and birch, growing wherever they can find crevices to extract nourishment: and the bare roots of the oak, grasping the rock, have a resemblance to gigantic claws. The base of these cliffs lie far under water, to an unknown depth. For many miles from its mouth, no soundings have been obtained with 2000 feet of line, and for the entire distance of 60 miles, until you reach Ha-ha Bay, the largest ships can sail without obstruction from banks or shoals, and on reaching the extremity of the bay, can drop their anchor in 30 fathoms.

"The view up this river is singular in many respects; hour after hour, as you sail along, precipice after precipice unfolds itself to view, as in a moving panorama, and you sometimes forget the size and height of the objects you are contemplating, until reminded by seeing a ship of 1000 tons lying like a small pinnace under the towering cliff to which she is moored; for, even in these remote and desolate regions, industry is at work, and, although you cannot much discern it, saw-mills have been built on some of the tributary streams which fall into the Saguenay. But what strikes one most, is the absence of beach or strand; for except in a few places where mountain torrents, rushing through gloomy ravines, have washed down the detritus of the hills, and formed some alluvial land at the mouth, no coves, nor creeks, nor projecting rocks are seen in which a boat could find shelter, or any footing be obtained. The characteristic is a steep wall of rock, rising abruptly from the water—a dark and desolate region, where all is cold and gloomy; the mountains hidden with driving mist, the water black as ink, and cold as ice. No ducks nor sea-gulls sitting on the water, or screaming for their prey; no hawks nor eagles soaring overhead, although there is abundance of what might be called 'Eagle Cliffs;' no deer coming down to drink at the streams; no squirrels nor birds to be seen among the trees; no fly on the water, nor swallow skimming over the surface. It reminds you of

> 'That lake whose gloomy shore
> Sky-lark never warbled o'er.'

One living thing you may see, but it is a cold-blooded animal; you may see the cold seal, spreading himself upon his clammy rock, watching for his prey. And this is all you see for the first 20 miles, save the ancient settlement of Tadousac at the entrance, and the pretty cove of L'Ance a l'Eau, which is a fishing station.

"Now you reach Cape Eternité, Cape Trinité, and many other overhanging cliffs, remarkable for having such clean fractures, seldom equalled for boldness and effect, which create constant apprehensions of danger, even in a calm; but if you happen to be caught in a thunder-storm, the roar, and darkness, and flashes of lightning are perfectly appalling. At last you terminate your voyage at Ha-ha Bay, that is, smiling or laughing bay in the Indian language, for you are perfectly charmed and relieved to arrive at a beautiful spot where you have sloping banks, a pebbly shore, boats and wherries, and vessels riding at anchor, birds and animals, a village, a church, French Canadians and Scottish Highlanders, and in short, there is nothing can remind one more of a scene in Argyleshire.

"The day is now half spent; you have been ashore, looking through the village, examining into the nature of what appears a very thriving settlement; the inhabitants seem to be all French and Scotch, understanding each other's language, and living in perfect amity. You hear that Mr. Price, of Quebec, is the gentlemen to whom all this improvement is due. That it is he who has opened up the Saguenay country, having erected many saw-mills, each the nucleus of a village, and that a trade in sawed lumber is carried on to the extent of 100 ship loads in the season. The river is navigable for ships as far as Chicoutimi, about 70 miles from its mouth. An extensive lumbering establishment is there, and the timber is collected in winter through all the neighbouring country, as far as Lake St. John, which is 50 miles further up, and is the grand source of the Saguenay.

"After having seen and heard all this, you get on board, weigh anchor, pass again down the river, reviewing the solemn scene, probably meeting neither vessel, boat nor canoe, through all the dreary way, and arrive at the mouth of the river in time to cross to River

du Loup, where you again find a safe harbour for the night. Next day you again pass up the St. Lawrence, stopping for a short time at Murray Bay, a beautiful grassy valley on the north shore, surrounded by wooded mountains, and much frequented by Quebec families, as a bathing place. You arrive at Quebec in the evening, thus taking just 3 days for your excursion, at an expense of about $12."

FALLS OF MONTMORENCI, NEAR QUEBEC.

Few strangers visit Quebec without going to see the Falls of Montmorenci. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara, being more than two hundred and fifty feet; but they are very narrow, being only some fifty feet wide. This place is a very celebrated focus of winter amusements. During the frost, the spray from the Falls accumulates to such an extent as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry "toboggins,"—long, thin pieces of wood—and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid accidents; but sometimes people do tumble heels over head to the bottom. They generally drive to this spot in sleighs, taking their wine and provisions with them; and upon the pure white cloth which nature has spread out for them, they partake of their dainty repast and enjoy a most agreeable pic-nic. One does not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. The distance of these Falls from Quebec is eight miles.

# Part Third.

# UPPER AND LOWER CANADA.

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# NOTES

ON

# UPPER AND LOWER CANADA.

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In the following pages of this part, will be found information and illustrations relating to Canada, compiled from different sources of information, as well as from our own observations.

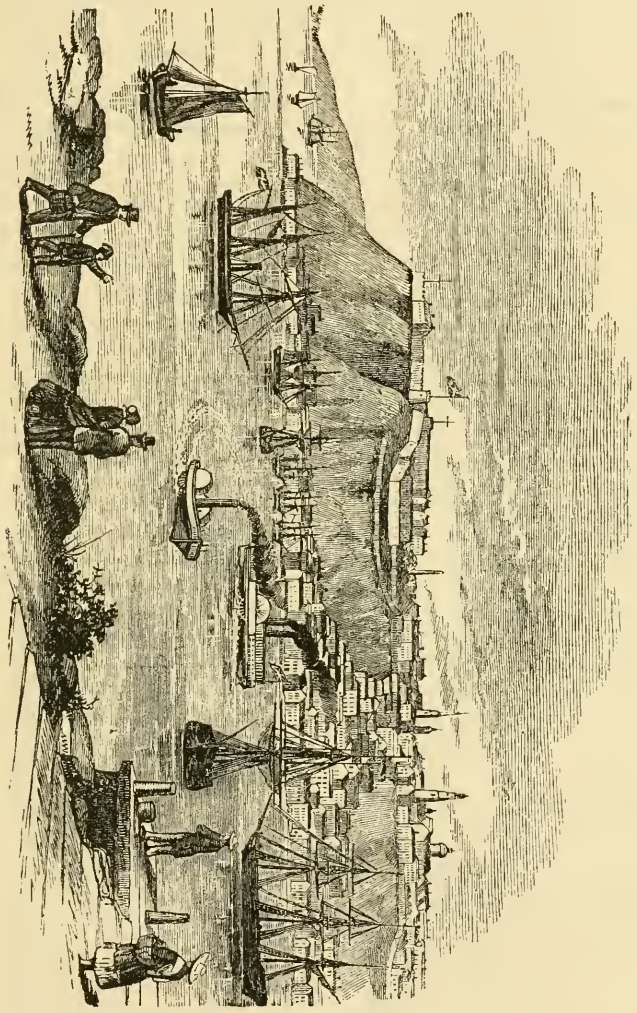
As a large amount of information bearing upon the present position of Canada, and the inducements it presents for emigrants, together with sketches of Canadian life, appears in other parts of this work, readers are referred to them, so that they may form a proper idea of what Canada is—in 1859.

We may here remark, that although Canada does not at present offer inducements for almost any description of emigrants, excepting those of the agricultural class, and however much some parties have—through ignorance of the country and its requirements—been disappointed by emigrating there, under circumstances like the present, it is impossible that it can be long before Canada, like other sections of the world, will recover entirely from the effects of the late panic, and present depressed state of things generally, and offer as great inducements for emigrating thither, as ever as it has done heretofore.

In future editions of this work, we purpose adding considerably to the information already given, and will then have opportunities of publishing, from time to time, the condition of the country, and what inducements there may be for emigrating to what has been termed, the "land of hope, not to be disappointed."

## CITY OF QUEBEC—CANADA EAST.

Associated as Quebec is with so many scenes of military glory, of success as well as defeat, it must at all times possess a peculiar interest to almost every one. On its fields, and around its battlements, some of the bravest of the sons of Great Britain and Ireland, America and France, have fallen, and around its citadel, some of the most daring exploits have taken place. Standing on a bold and precipitous promontory, Quebec has not inappropriately been called the "Gibraltar of America," with which the names of the brave Wolfe, Montcalm, and Montgomery must ever remain connected.



The citadel stands on what is called Cape Diamond, 350 feet above the level of the sea, and includes about 40 acres of ground. The view from off the citadel is of the most picturesque and grand character. There will be seen the majestic St. Lawrence, winding its course for about 40 miles, whilst the background of the panoramic scene is filled up by extensive plains, running backwards to lofty mountains in the distance, with Point Levi opposite, and the Island of Orleans in the distance, whilst the junction of the River St. Charles, and the Great River, form that magnificent sheet of water, where numerous vessels are to be seen riding at anchor during the summer season.

A walk around the ramparts of the citadel will well repay the stranger, by a magnificent change of scene at every turn he takes. The city itself bears all the resemblance of a

strongly fortified and ancient city, and, in that respect, so very different from the newly sprung-up cities, westward. The streets are generally narrow, and, in some parts, very steep, in walking from Lower Town to Upper Town, more particularly. Lower Town is where all the shipping business of the port is carried on, chiefly lumber—in export—and every description of goods—in import. At Quebec, the greater portion of the immense lumber-district of the Ottawa finds a market; vessels coming to Quebec, in ballast and cargo, return with the logs, staves, and deals of the up-country. The population of Quebec is largely infused with French Canadians, and in passing along its streets, nothing, almost, but the French language is heard.

In the Quebec Exchange, there is an excellent reading-room, well supplied with British, American, and Canadian papers, and which a stranger may visit for a short time, free of charge.

The tourist will find a cheap and useful little guide to Quebec, published by Mr. Sinclair, bookseller, there, in which he will find full details of all matters of interest worthy of being visited in and around the city. From it we avail ourselves of the following extract:—

"A morning's ramble to the Plains of Abraham will not fail to recall historical recollections and to gratify a taste for beautiful scenery. On leaving the St. Louis Gate, let the traveller ascend the counterscarp on the left, that leads to the *glacis* of the citadel; and hence pursuing a direction to the right, let him approach one of the Martello Towers, whence he may enjoy a beautiful view of the St. Lawrence. A little beyond let him ascend the right bank, and he reaches the celebrated Plains of Abraham, near the spot where General Wolfe fell. On the highest ground, surrounded by wooden fences, can clearly be traced out the redoubt where he received the fatal wound. He was carried a few yards in the rear, and placed against a rock till he expired. It has since been removed. Within an enclosure lower down, and near to the road, is the stone well from which they brought him water. The English right nearly faced this redoubt, and on this position the French left rested. The French army arrived on the Plains from the right of this position, as it came from Beauport, and not from Quebec; and, on being defeated, retired down the heights by which it had ascended, and not into Quebec. In front of the Plains from this position stands the house of Marchmont. It is erected on the sight of a French redoubt that once defended the ascent from Wolfe's Cove. Here landed the British army under Wolfe's command, and, on mounting the banks, carried this detached work. The troops in the garrison are usually reviewed on the Plains. The tourist may farther enjoy a beautiful ride. Let him leave by St. Louis Gate and pass the Plains, and he will arrive at Marchmont, the property of John Gilmour, Esq. The former proprietor, Sir John Harvey, went to considerable expense in laying out the grounds in a pleasing and tasteful manner. His successor, Sir Thomas Noel Hill, also resided here, and duly appreciated its beauties. The view in front of the house is grand. Here the river widens, and assumes the appearance of a lake, whose surface is enlivened by numerous merchant-ships at anchor, and immense rafts of timber floating down. On leaving Marchmont he will pass some beautiful villas, whose park-like grounds remind one of England, and from some points in which are commanded views worthy of a painter's study. Among these villas may be mentioned Wolfesfield, Spencer Wood, and Woodfield. The last was originally built by the Catholic Bishop of Samos, and, from the several additions made by subsequent proprietors, had a somewhat irregular, though picturesque appearance. It was burnt down, and rebuilt in a fine regular style. It is now the residence of James Gibb, Esq.

"In this neighbourhood is situated Mount Hermon Cemetery. It is about three miles from Quebec, on the south side of the St. Lewis road, and slopes irregularly but beautifully down the cliff which overhangs the St. Lawrence. It is thirty-two acres in extent, and the grounds were tastefully laid out by the late Major Douglass, U. S. Engineers, whose taste and skill had been previously shown in the arrangement of Greenwood Cemetery, near New York."

Leaving this beautiful locality, the walk continues to the woods, on the edge of the banks rising from the shore.

The tourist, instead of returning by a road conducting through a wood into St. Louis Road for Quebec, would do better by continuing his ride to the Church of St. Foy, from which is seen below the St. Charles, gliding smoothly through a lovely valley, whose sides rise gradually to the mountains, and are literally covered with habitations. The villages of Lorette and Charlesbourg are conspicuous objects. Before entering the suburb of St. John, on the banks of the St. Charles stands the General Hospital, designed, as the name implies, for the disabled and sick of every description.

A day's excursion to Indian Lorette and Lake St. Charles would gratify, we doubt not, many a tourist. It will be necessary to leave by 6 o'clock, A. M., and to take provisions for the trip. After leaving the Palace Gate, the site of the former intendant's palace is passed. Mr. Bigot was the last intendant who resided in it.

The most pleasant road to Lorette is along the banks of the St. Charles. On arriving at the village, the best view is on the opposite bank. The fall is in the foreground, and the church and village behind. The villagers claim to be descended from those Hurons, to whom the French monarch, in 1651, gave the seigniory of Sillery. In the wars between the French and English, the Hurons contributed much to the success of the former, as they were one of the most warlike tribes among the aborigines of this continent. At present, they are a harmless, quiet set of people, drawing only part of their subsistence from fishing and hunting. A missionary is maintained by government for their religious instruction, and the schoolmaster belongs to the tribe. Here may be purchased bows and arrows, and moccasins very neatly ornamented by the squaws.

On arriving at Lake St. Charles, by embarking in a double canoe, the tourist will have his taste for picturesque mountain scenery gratified in a high degree. The lake is four miles long, and one broad, and is divided into two parts by projecting ledges. The lake abounds in trout, so that the angling tourist may find this spot doubly inviting. On the route back to the city, the village of Charlesbourg is passed. It is one of the oldest and most interesting settlements in Canada. It has two churches, one of which is the centre of the surrounding farms, whence they all radiate. The reason for this singular disposal of the allotments, arose from the absolute necessity of creating a neighbourhood. For this purpose, each farm was permitted to occupy only a space of three acres in front by thirty in depth. The population was in these days scanty, and labourers were difficult to be procured. By this arrangement, a road was more equally kept up in front of each farm, and it was the duty of every proprietor to preserve such road. Another advantage was the proximity of the church, whence the bell sounded the tocsin of alarm, whenever hostile attempts were made by the Indians, and where the inhabitants rallied in defence of their possessions.

Within the citadel are the various magazines, store-houses, and other buildings required for the accommodation of a numerous garrison; and immediately overhanging the precipice to the south, in a most picturesque situation, looking perpendicularly downwards, on the river, stands a beautiful row of buildings, containing the mess rooms and barracks for the officers, their stables, and spacious kitchens. The fortifications, which are continued round the whole of the Upper Town, consist of bastions connected by lofty curtains of solid masonry, and ramparts from 25 to 35 feet in height, and about the same in thickness, bristling with heavy cannon, round towers, loophole walls, and massive gates recurring at certain distances. On the summit of the ramparts, from Cape Diamond to the Artillery Barracks, is a broad covered way, or walk, used as a place of recreation by the inhabitants, and commanding a most agreeable view of the country towards the west. This passes over the top of St. John's and St. Louis Gate, where there is stationed a sergeant's guard. Above St. John's Gate, there is at sunset one of the most beautiful views imaginable. The St. Charles gambolling, as it were, in the rays of the departing luminary, the light still lingering on the spires of Lorette and Charlesbourg, until it fades away beyond the lofty mountains of *Bonhomme* and *Tsounonthuan*, present an evening scene of gorgeous and sur-

passing splendour. The city, being defended on its land side by its ramparts, is protected on the other sides by a lofty wall and parapet, based on the cliff, and commencing near the St. Charles at the Artillery Barracks. These form a very extensive range of buildings, the part within the Artillery Gate being occupied as barracks by the officers and men of that distinguished corps, with a guard and mess room. The part without the gate is used as magazines, store-houses, and offices for the ordnance department.

The circuit of the fortifications, enclosing the Upper Town, is two miles and three-quarters; the total circumference outside the ditches and space reserved by government, on which no house can be built on the west side, is about 3 miles.

Founded upon a rock, and in its highest parts overlooking a great extent of country—between 300 and 400 miles from the ocean—in the midst of a great continent, and yet displaying fleets of foreign merchantmen in its fine capacious bay, and showing all the bustle of a crowded sea-port—its streets narrow, populous, and winding up and down almost mountainous declivities—situated in the latitude of the finest parts of Europe—exhibiting in its environs the beauty of an European capital—and yet, in winter, smarting with the cold of Siberia—governed by a people of different language and habits from the mass of the population—opposed in religion, and yet leaving that population without taxes, and in the full enjoyment of every privilege, civil and religious. Such are the prominent features which strike a stranger in the City of Quebec!"

## CITY OF MONTREAL, C. E.

The stranger, on approaching Montreal, either from Quebec by the steamer, or crossing over from the opposite side of the river, in coming from the States, will at once be impressed favorably with the situation of the city, the business-like appearance it presents, and the picturesque scenery by which it is surrounded.

Montreal is the most populous city in Canada, and in every respect must take the first rank in the province. It is situated on the *Island* of Montreal—which is represented as the garden of Canada, being the richest soil in the province—at the head of ocean steamship navigation, and beyond which no large sailing vessels go, although smaller vessels pass on, via the canals and St. Lawrence, to the west.

The city is built of a gray limestone, having very much the appearance of Aberdeen granite, with buildings of great solidity and excellence in design. The chief business street is that of Notre Dame, whilst Great St. James street exceeds it in handsome buildings, besides being much broader. (See engraving.)

The wholesale stores are situated on the wharves alongside the river, and streets running parallel therewith.

Montreal is the port at which arrives the great bulk of the importations from Great Britain and other places abroad, being there either re-sold or transhipped to all parts of Canada East and West; consequently a large wholesale trade is carried on at Montreal in all descriptions of goods.

In the conglomerate mass of buildings there concentrated, are stores, churches, groceries, and nunneries, all intermixed with each other, whilst in the streets may be seen the manufacturer's cart driving alongside of the Catholic priest in his "buggy," the merchant's clerk hurrying on past a sister of charity or nun at large, and Frenchmen, Scotchmen, Germans, and Americans, all elbowing each other in the busy streets of the city *par excellence*. No better sample of this heterogeneous gathering is to be seen than by paying a visit to the Rue Notre Dame, or Bonsecours Market, where, on a Saturday night, a mixture of English, French, German, and broad Scotch, will fall upon the ear with peculiar effect.

Although one of the finest views of the city is obtained from off the mountain, undoubtedly the most extensive one is to be had from the top of the Catholic cathedral, in the Place d'Armes. By paying 1*s.* stg. you will be conducted to the top, and, if a fine day, the view is such as will well repay the ascent.

There are some very handsome churches in Montreal. At Beaver Hall, St. Andrew's Church (Presbyterian), and the Unitarian Church there, form two of the most prominent in the city, situated as they are on a considerable elevation, on rising ground. The public buildings of Montreal are substantial and elegant, and consist of—

### PUBLIC BUILDINGS.

The New Court House, on Notre Dame street, and directly opposite to Nelson's Monument, is of elegant cut stone, in the Grecian Ionic style. The ground plan is 300 feet by 125 feet; height, 76 feet.

The New Post-office, on Great St. James street, is a beautiful cut stone building.

The Merchants' Exchange Reading Room, situated on St. Sacrament street.

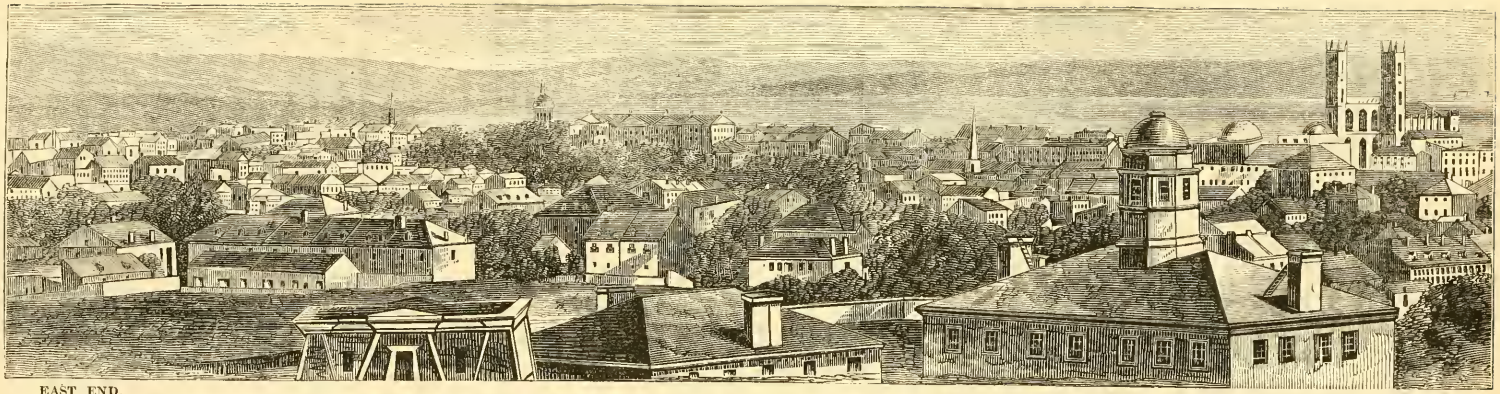
The Mechanics' Institute, a very fine building, situated on Great St. James street, of cut stone, 3 stories high, built in the Italian style. The Lecture Room is 60 by 80 feet, height 18 feet, neatly and tastefully finished.

The Mercantile Library Association, Odd Fellows' Hall, opposite the above.

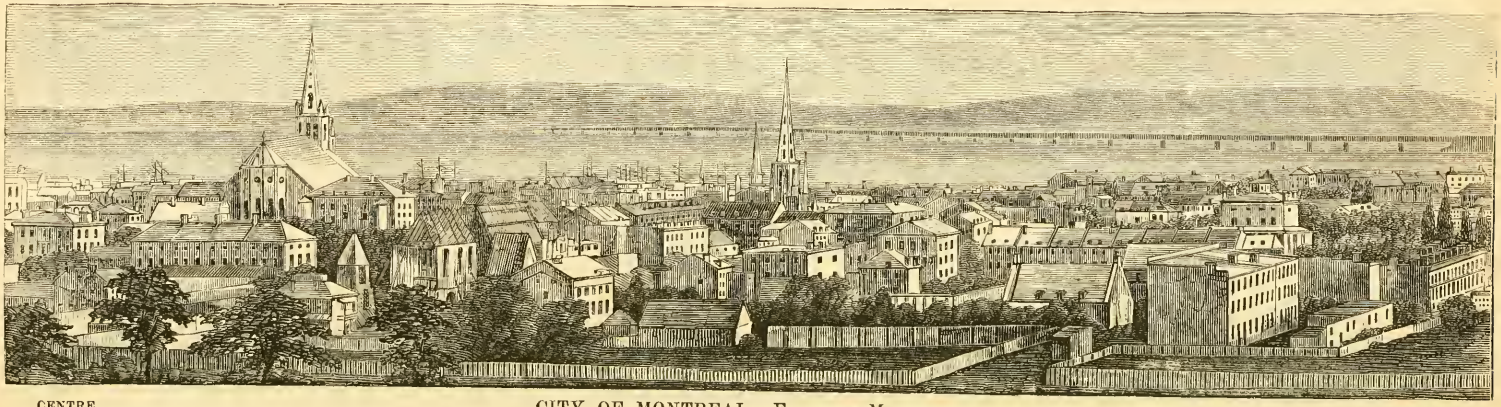
The Bank of Montreal, Place d'Armes, St. James street, opposite the Cathedral, an elegant cut stone building of the Corinthian order. (See engraving.)

The City Bank, next to the above, in the Grecian style, of cut stone and worthy of note.

The Bank of British North America, Great St. James street, next the Post-office, is a handsome building of cut stone, and built in the composite style of architecture.



EAST END. CENTRE.



CENTRE. WEST END.

CITY OF MONTREAL.—From the Mountain.

The Bonsecours Market, on St. Paul and Water streets, is a magnificent edifice. (See engraving.)

The St. Ann's Market, opposite the Grey Nunnery.

The Grey Nunnery is situated on Foundling street, designed for the care of foundlings and infirm.

The Hotel Dieu Nunnery, on St. Joseph and St. Paul streets, designed for sick and diseased persons.

The Convent of the Sisters of the Sacred Heart is situated at St. Vincent de Paul, 9 miles from Montreal.

Academy of the Sisters of the Congregation de Notre Dame, now Maria Villa, about 3 miles from Montreal, was formerly the residence of the Governor-General.

The McGill College.—This is an institution of very high repute, founded by the Hon. James McGill, who bequeathed a valuable estate and £10,000 for its endowment. The buildings for the Faculty of Arts are delightfully situated at the base of the mountain, and command an extensive view.

The Museum of the Natural History of Montreal, is situated in Little St. James street, and is free to strangers.

The New City Water Works.—These works tap the St. Lawrence at the Lachine Rapids, some 6 miles above the city, and will cost, when fully completed, nearly $1,000,000. The 2 receiving reservoirs, for supplying the city are about 200 feet above the level of the river, and hold 20,000,000 gallons.

The Jail.—This is a substantial stone building, surrounded by a high wall, and is worthy of a visit. It has recently been erected, at an expense of $120,000.

The General Hospital, on Dorchester street, is a fine cut stone building, and is one of the many prominent institutions of the city.

The St. Patrick's Hospital, at the west end of the same street, is an elegant structure, and occupies a commanding position.

The Protestant Orphan Asylum, situated in Catherine street, is a well-conducted charity, sustained by the benevolence of private individuals.

The Ladies' Benevolent Institution, for the relief of widows and half orphans, is a large three-story building in Berthelot street. It is managed solely by a committee of ladies.

Nelson's Monument, Jacques Cartier square, Notre Dame street.

The Lachine Canal is among the public works worthy of note.

Place d'Armes is a handsome square, between Notre Dame and Great St. James streets, opposite the French Cathedral.

As a place of beauty and pleasure, the ride from the city to Mount Royal will attract the traveller at all times. The distance around it is 9 miles, commanding one of the finest views of beautiful landscape to be found in North America; and in returning, entering the city, a view of the St. Lawrence and of Montreal, both comprehensive and extended, that well repays the time and expense.

Mount Royal Cemetery, about 2 miles from the city, on the mountain, is one of the places of interest about the city which many parties visit.

The Champ de Mars is a public parade ground, situated in Gabriel street, off Notre Dame. In the evenings, sometimes, the military bands play there, to a large concourse of the inhabitants.

## THE VICTORIA BRIDGE.

This gigantic undertaking forms one of the most interesting and wonderful features connected with the city, at Point St. Charles.

It is being built for the purpose of enabling the Grand Trunk Railway to form a continuous railroad communication with the railroads of the United States, instead of passengers being obliged to cross the river in steamers, as at present.

The width of the river where the bridge is being built is very nearly 2 miles.

THE VICTORIA TUBULAR BRIDGE, ACROSS THE ST. LAWRENCE, MONTREAL.

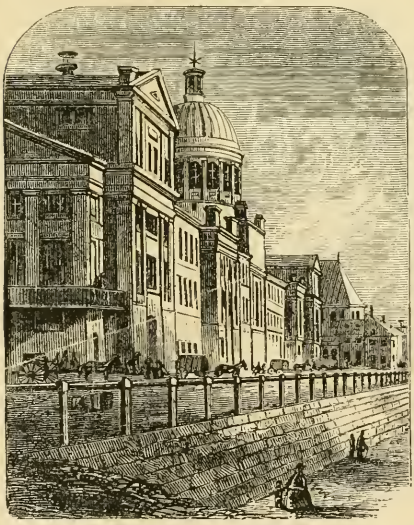
TOTAL LENGTH WILL BE 10,284 FEET, OR ABOUT 50 YARDS LESS THAN 2 MILES—NOW BUILDING.

SOUTH SIDE OF GREAT ST. JAMES' STREET.

The first building on left side of the street is the General Post-office—54 by 100 feet—built in the Italian style. The third building in view is the Bank of British North America—which, with the Post-office, forms two of the finest buildings in the street. Still further on, is the Mechanics' Library, a subtantial, plain, square block, with an excellent reading-room, library, and hall for lectures, etc.

NORTH SIDE OF GREAT ST. JAMES' STREET.

The building with the beautiful fluted columns of the Corinthian order, represented above, is the Bank of Montreal—one of the finest buildings in the city. The next building to it is the City Bank of Montreal, an establishment with a much plainer exterior, in the Grecian style. Still further on, are some very elegant stores, with the Wesleyan Chapel in the distance, nearer the far end of the street.



BONSECOURS MARKET.

This is the largest, and one of the finest buildings in the city. Erected at a cost of $287,300. Used as a public market for the most part, where are sold an extraordinary quantity of provisions, vegetables, fruit, fish, besides clothing, "Yankee Notions," and an *omnium gatherum* of almost every thing required for domestic purposes. One portion of the building is used as a police station, as well as offices connected with the municipal government. It is situated close to the river side Built in the Grecian-Doric style of architecture.

HAYMARKET AND BEAVER HALL.

The above view represents the Haymarket, with Beaver Hall in the back rising ground, which, in its number of handsome churches, presents one of the finest views in the city—more particularly in summer—with the mountain rising up behind, and filling up the back-ground of the picture with the luxuriant foliage of its shrubbery. The church with the highest spire in the above engraving, is that of St. Andrew's (Church of Scotland). The one seen in the corner to the right, is a very handsome church, now completing for the Unitarian congregation.

The current of the river is very rapid—with a depth of from 4 to 10 feet, excepting in the main channel, where it is from 30 to 35 feet deep.

In the winter, the ice is formed into a great thickness, and frequently immense piles accumulate—as high as 30 to 40 feet. Thus piled up in huge boulders, the water rushes through them at a fearful rate, driving the blocks of ice along, and crushing all before them.

The bridge will consist of 24 strong piers, standing 242 feet apart, excepting the centre span, which is 339 feet wide. They are all perpendicular on three sides, and slope down to the water-edge against the current, so as to withstand the force and action of the floating masses of ice, on its breaking up. Each pier is estimated to withstand the force of 70,000 tons of ice at one time.

Resting on these piers, and running from abutment to abutment, is the bridge, which consists of a hollow iron tube, 22 feet high, and 16 feet wide.

The centre span is to be 50 feet above the average level of the water, thence sinking towards each end 1 foot in 130, thus making the height of the abutments about 37 feet.

The estimated cost is about £1,250,000 stg. The weight of the iron in the tubes will be 8,000 tons, and the contents of the masonry will be about 3,000,000 cubic feet. The whole will be completed in the autumn of 1859 or spring of 1860. As is well known, the engineer of this greatest bridge in the world is Mr. Robert Stephenson of Newcastle-upon-Tyne.

The whole of the views of Montreal, as given in the accompanying pages, were taken for this work by Mr. Notman, photographer, Montreal, and the clear and sharp photographs supplied by him for the purpose of engraving from, affords the best evidence of his being a first-class artist.

The two illustrations given of Montreal embrace the entire city, and presents a bird's-eye view of it as seen from the mountain. Being engraved from photographs, we have every confidence in saying that they faithfully represent Montreal as it is in 1859. To understand the position of the city as it is, the stranger will cast his eye to the left-hand corner of the upper engraving in the page, and pass on to the right. The lower engraving forms a continuation of the upper, continuing from left to right.

### THE FOREIGN CONSULS AT MONTREAL.

For Belgium—Jesse Joseph. For United States—C. Dorwin. For Denmark—Thomas Ryan. For Sardinia, Hanover, Spain, and Prussia—Henry Chapman. Vice-Consul for Norway and Sweden—H. Chapman. Vice-Consul to the Oriental Republic of the Uruguay—J. M. Grant.

### NATIONAL SOCIETIES AT MONTREAL.

The St. George's Society.—H. Bulmer, president; R. Birks, treasurer.
St. Andrew's Society.—William Murray, president; George Templeton, treasurer.
Thistle Society.—Alexander Smith, president; William Reid, treasurer.
Caledonian Society.—John Fletcher, president; J. Craig, treasurer.
St. Patrick's Society.—Dr. Howard, President; J. E. Mullin, treasurer.
St. Jean Baptiste Society.—Hon. J. B. Meilleur, president.
German Society.—Ernest Idler, president; G. Rheinhardt, treasurer.
New England Society.—H. Stephens, president; P. D. Brown, treasurer.

## OTTAWA, CANADA WEST.

The notoriety which this city, in embryo, has received lately, first as being fixed upon as the seat of government for Canada, and then decided against as such by the provincial legislature,—although it had been acquiesced in by Her Majesty as the most advisable locality—has invested it with a significance which, otherwise, it would not, in all probability, have obtained.

Ottawa is the new name given to the town of Bytown, by which it has long been known, as the centre of the immense lumber district of the River Ottawa. It is situated on that river, where the Rivers Ridea and Gatineau, and the Rideau Canal, all meet.

The town is intersected by the Rideau Canal and bridge, and forms three districts, viz.: that of Lower Town, on the east; Central Town, on the west; and Upper Town, on the north-west; all of which, however, are on the south side of the River Ottawa, and in Canada West, the River Ottawa, as is well known, forming the boundary line between Canada East and Canada West. The town was laid out under the command of Colonel By of the Royal Engineers, who constructed, also, the Rideau Canal. Hence the original name of the town being called Bytown—although now called Ottawa, after the magnificent river on which it stands.

The streets are all wide and regularly laid out, and, so far, reflects great credit on the engineering skill employed. Lower Town is the most important portion of the town, and, in all probability, will become the chief business part, as the population and business increases. The two principal streets of Lower Town are Rideau street and Sussex street. In Rideau street there are several substantial, stone-built stores and dwellings. In Sussex street there are also a few; the majority, however, are wooden erections, both old and new. In Central Town the buildings are almost all of stone, presenting one excellent street, called Spark street; whilst Upper Town exhibits a mixture of both stone and wooden buildings in its Wellington street. All the buildings in the town are exceedingly plain, but substantially built, and, being built of gray limestone, resemble very much in appearance some of the streets of Montreal, as well as in the granite city of Aberdeen (Scotland). On "Barrack Hill," the highest elevation of the town, are situated what are termed the government buildings—the remains, however, we should say, rather than of actual buildings. There are a few small out-houses and offices—which certainly do not deserve the name of government buildings—with sundry small cannon, taking their ease on the ground alongside of carriages, which have evidently seen service of some sort. These are the "dogs of war," which are intended, we presume, to protect the town against all invaders. On Barrack Hill is, however, also the residence of the chief military authority of the place. The "location" of these buildings and the "gun battery" alluded to, is certainly one of the finest we have seen any where, either in Canada or the United States—equal, in some respects, even to the famous citadel of Quebec. In the rear is Central Town, whilst Upper and Lower Town are completely commanded by it on each side, whilst in front is a precipitous embankment running down, almost perpendicular, to the river, several hundred feet, thus completely sweeping the river and opposite shore, north, east, and west; so that, in a military point of view, Ottawa certainly occupies one of the finest natural positions any where in Canada; and, in that respect, is the key to an immense territory of back country, valuable for its wood and minerals.

The stranger, on visiting Ottawa for the first time, is apt to be disappointed that he does not find a larger "city," and one more advanced, in many respects; but it must be recollected that it has been forced into public notice from the cause we have already alluded to, and obtained a publicity, with which parties at a distance are apt to connect wrong or exaggerated ideas; and if the town is not larger than it is, the fault rests as much in the imaginations of individuals, as with the inhabitants, generally, of the town itself, who, in the short time, since Bytown became a place of note, have been doing their utmost to make it "go a-head." In the desire to do so, however, some of the landholders there, we fear, by putting very high prices on their lots, and landlords refusing to give

OTTAWA, CANADA WEST.—LOWER, AND PART OF CENTRAL, TOWN.

OTTAWA, CANADA WEST.—UPPER TOWN, LOOKING WEST.

leases at reasonable rates, have only tended to defeat the very object which they, and all the inhabitants ought to have in view, viz., giving every facility in their power, and offering every inducement they can, for parties at a distance to locate amongst them. In fact, the idea that Ottawa was selected as the headquarters of the government, has had anything but a beneficial effect so far, in some respects, upon the town; but there is the consolation, that whether it is to be the seat of government or not, there is no doubt, that of necessity, it is destined to become—it may be gradually—the centre of a much more extensive trade, a town of much greater importance than it is at present, and the point, round which radiate a number of other towns, and extensive agricultural districts, of which Ottawa *is* the capital and centre, and, in all human probability, always likely to remain so. From it, a large wholesale and retail trade is, and must always, be done—with the districts round about; whilst, as is well known, it is the centre of a district, which, for extensive forests of fine lumber, has no superior in America.

The scenery around Ottawa is far beyond what we had any idea of, and the view from the Barrack Hill, is one of surpassing grandeur and extent, combining in it a trinity of river, landscape, and fall scenery, which few places can boast of.

Looking to the west—(see engraving)—at the west end of the town are situated, the celebrated Chaudiere Falls, which fall about 40 feet, and the spray of which may be seen a long way off, ascending in the air.

In the early part of the season, (say in May,) these falls are not seen to so much advantage, the river then being, generally, so much swollen with the immense volume of water from the upper lakes and the tributaries of the Ottawa. Then they partake, in some respects, more of the character of huge rapids. Farther on in the season, however, they appear more in their real character of "falls," and are a sight worth seeing, although they are being very much encroached upon, by lumber establishments. An excellent view of the falls, as well as of the rapids, is got from off the suspension bridge, which crosses the river quite close to them. At the eastern suburb of Ottawa, again, called New Edinburgh, there is a little Niagara, in miniature, in the Rideau Falls, and one of the prettiest little falls to be seen any where. Although only of 30 feet fall, they present features of interest and great beauty.

The town of Ottawa is supplied, in many parts, with gas. Its markets afford an excellent supply of cheap provisions, whilst the purity of the air, from its elevated position, renders it one of the healthiest towns in Canada.

Emigrants, in looking to Ottawa, will do well to remember, that it is only the agricultural labourer, or farmer with capital, to whom its locality offers inducements *at present.*

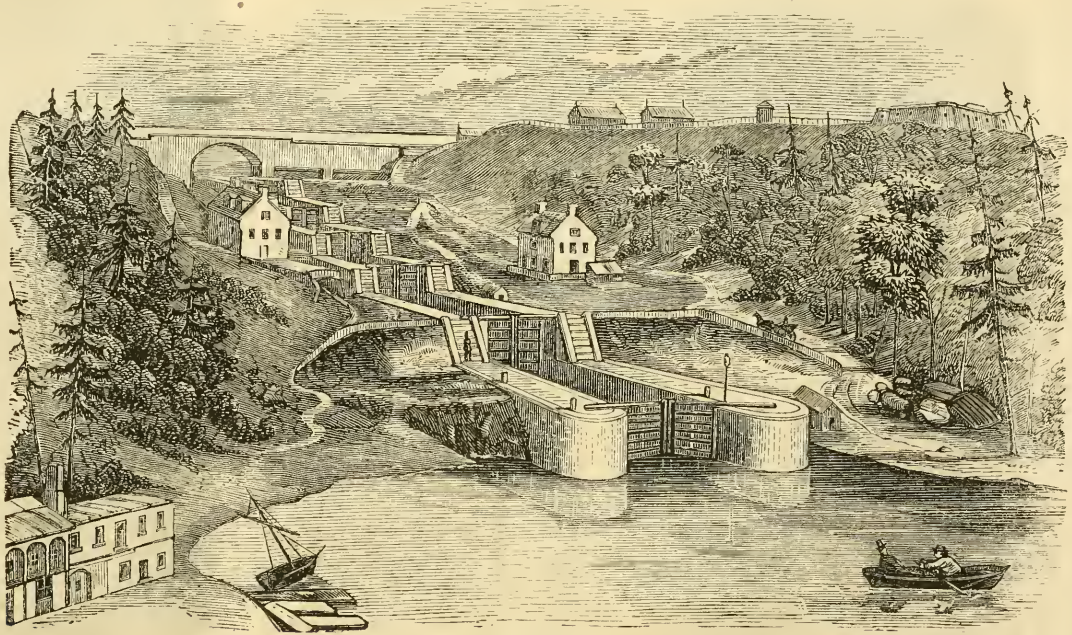
Amongst the schemes for connecting Canada East with the Western States, is the Ottawa Ship Canal, via the Ottawa and French Rivers to Lake Huron, which, if successful in being established, will render Ottawa, more than ever, one of the great entrepots of that route and traffic.

The communication between Ottawa and Montreal, is by rail via Prescott; also by river, per steamer to Grenville, rail from Grenville to Carrillon; thence, steamer to Lachine; thence, rail to Montreal. To Canada West, on the St. Lawrence, via rail. To Ogdensburg, via rail to Prescott, and steamer across the St. Lawrence. Distances :—from Montreal, 126 miles; Quebec, 296 miles; Toronto, 223 miles; Kingston, 95 miles; Prescott, 55 miles; New York, 450 miles; Boston, 485 miles. Population, about 12,000.

For the information of emigrants proceeding to the newly-opened districts, where free lands are to be had, full information regarding these, with routes and fares, will be found in another portion of this work.

The views of Upper Town, and Lower and Central Town, as given elsewhere, are from pencil drawings made for this work, by Mr. Eastman, artist, of Ottawa. All who know Ottawa will be able to attest to the very faithful manner in which they are done, and that the engravers have preserved all the truthfulness in detail, in enabling us to present, for the first time, we believe, complete and accurate views of Ottawa, Canada West.

The Rideau Canal extends from Ottawa to Kingston, and was constructed entirely at the expense of the British government. It was commenced in September, 1826, and the first steamboat passed through it in May, 1832. Length of the canal from Ottawa to Kingston, 126¼ miles. Actual excavation, 16½ miles.

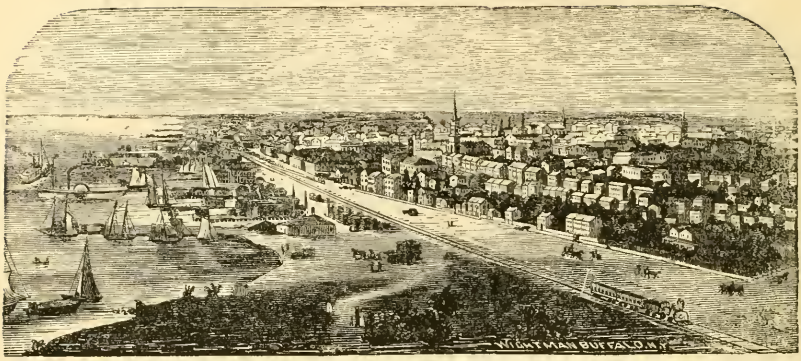


Number of locks ascending from Ottawa to the Isthmus, 87½ miles, and overcoming a rise of 292 feet—34 locks. Number of locks descending from the Isthmus to Kingston, 38¾ miles, descent 165 feet—13 locks. Length of locks, 134 feet. Breadth of locks, 33 feet. Depth of water in canal, 5 feet. Breadth of the surface of canal, 75 feet.

THE LOCKS ON THE RIDEAU CANAL, OTTAWA, C. W.,

FORMING THE WATER CONNECTION BETWEEN THAT CANAL AND RIVER OTTAWA.

The bridge seen in the upper portion of the engraving, is the one which connects Lower Town with Upper and Central Town, Ottawa.
The masonry of which these locks are composed, is of the most massive character, and, altogether, they have been built regardless of expense.
Total cost of construction, $3,860,000, £772,000 (stg)



## CITY OF TORONTO, C W.

Toronto forms the Metropolis of Upper Canada, (or Canada West,) the second city in commercial importance in the entire province, and at present is the seat of the provincial legislature. It is pleasantly situated on the west shore of Lake Ontario, and has a much more prepossessing appearance when viewed from a steamer on the lake, than when approached by railway. From the large quantity of trees and shrubbery interspersed through many of the streets, it may well lay claim to the title of the Forest City of Canada. Situated as the city is, on almost a dead level, it presents no particular features further than being plentifully studded with graceful spires, which, with the wooded hills situated in the background, completes the picture of a beautiful city.

The street along side of the shore of the lake—recently very much improved—is termed the Esplanade, along which the Grand Trunk Railroad runs, and where it has its terminus.

CROWN-LANDS' OFFICE AND MECHANICS' INSTITUTE.

In one portion of the above building are the offices of the Crown-land Department, where all business connected with the "Woods and Forests" are conducted. In another portion is the excellent Mechanics' Institution of the city, situated at the corner of Church and Adelaide streets.

ST. LAWRENCE HALL.

The above forms one of the most imposing buildings in the city. The basement and first floors are occupied as stores, whilst upstairs there is a large, well-lighted, and neatly done-up public hall, where meetings, concerts, etc., are held. St. Lawrence Hall is situated at the east end of King street.

KING STREET (WEST).

King street is the principal thoroughfare in the city. It is fully 2 miles in length, and with its many handsome stores and buildings, forms the chief promenade. Two of the largest buildings in the city are in King street, viz., St. Lawrence Hall, and the Rossin House.

YONGE STREET (NORTH).

Yonge street rivals King street, in its busy bustling appearance, and although the stores are not so elegant as some in King street, yet a large amount of retail business is transacted in the section presented above.

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As in most cities in the United States, the streets of Toronto are long and spacious, and laid out at right angles to each other.

The principal streets for wholesale stores are the lower end of Yonge street and Wellington street, whilst Upper Yonge street and King street are the chief streets for retail business of all sorts.

We may mention that, with the exception of spaces here and there, the pavements in all the streets are of wood—planks laid across, and nailed down to sleepers.

The Provincial Legislature holds its meetings in Toronto, in the government buildings, a cluster of red brick buildings situated at the west end of the city, close to which is the residence of the Governor-General, Sir Edmund Walker Head, Bart., representative of Her Majesty in Canada.

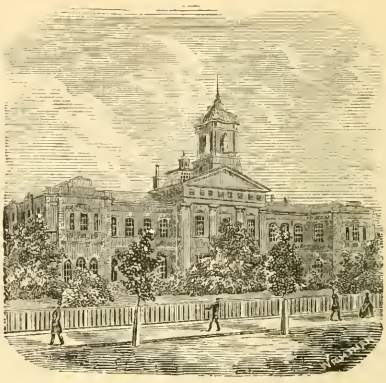
The public buildings of Toronto are numerous, and some of them very handsome. We have engraved, from photographs, four of the principal buildings, viz.: St. Lawrence Hall, Trinity College, the Normal School, and Crown-lands Office, in which building is also situated the Mechanics' Institute. Osgoode Hall, in Queen street, when completed will form one of the finest buildings in the city. There the Superior Courts of Law and Equity are held. Besides those named, the other public buildings of any note are the Post-office, the new General Hospital and the Lunatic Asylum—the latter an immense building at the western extremity of the city.

Toronto may well boast as being the city of churches in Canada, from the number of elegant structures it contains, of all denominations. The two largest are the English Cathedral and the Roman Catholic Cathedral, but both, being without spires as yet, do not present that graceful appearance which even some of the smaller churches do, although none, we should suppose, exceed the rich and handsome interior or comfortable accommodation of the English Cathedral, as a place of worship.

Toronto has several manufacturing establishments, some of them extensive, and which, in ordinary good times, turn over a large amount of business; the city, from its central position, and the ready means of land and water carriage, now extended almost in every direction, affording great facilities for manufactures as well as merchandise finding their way all over the country.

TRINITY COLLEGE.

The above building is one of the most important in the city, whether as regards its character as an educational institution, or the magnificent style of the edifice, which, when completed, will certainly be one of the finest in the city.



THE NORMAL AND MODEL SCHOOLS.

The above building, in the Italian style o architecture, is devoted to the establishment known as the Normal and Model Schools, and which forms the head of that invaluable system of public education pervading the whole province.

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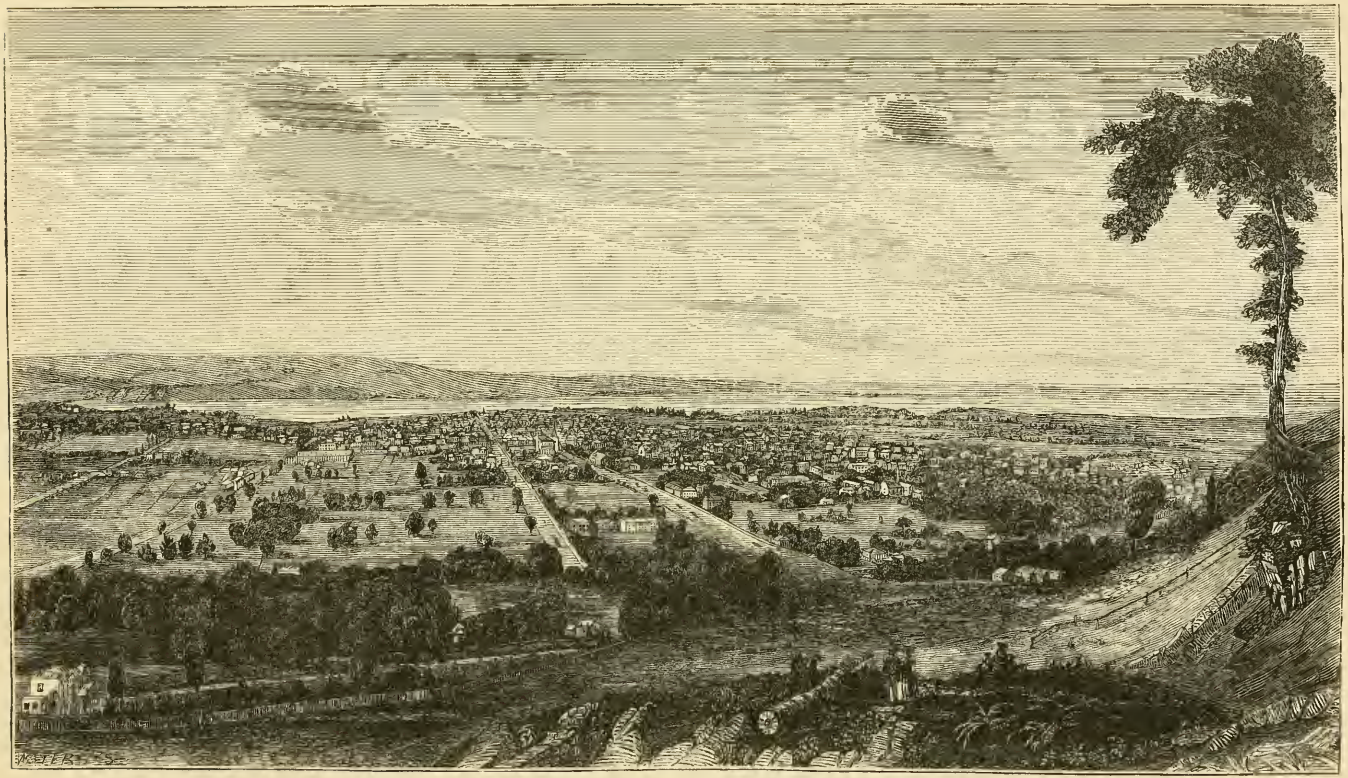
As we have said, Toronto forms the second commercial city in Canada, and, until the panic of 1857 set in, enjoyed a large and steadily increasing trade. Its merchants were of the most enterprising, active, and "go a-head" character; consequently probably no city in America has experienced the effects of the panic more than Toronto. With the general revival of business, we have no doubt, it will assume its wonted activity, although it may be gradually.

The railways centring in Toronto are:—The Great Western, to Hamilton; Supension Bridge, (Niagara,) and Windsor, opposite Detroit, (Michigan).

The Grand Trunk, to Montreal and Quebec, (east,) and to Stratford, (west).

The Ontario, Simcoe, and Huron, (now called the Northern Railroad,) to Collingwood.



CITY OF HAMILTON, CANADA WEST.—From the Mountain.

## LONDON, CANADA WEST.

Like its namesake, the great Babylon of England, London, C. W., is in the County of Middlesex, and also on the River Thames, with streets and bridges named after those of the great city. There, however, the similarity ends. It possesses some excellent public buildings and churches, and is situated in the centre of an extensive and rich agricultural district, which furnishes it with a large amount of trade in grain and other agricultural produce. Previous to the late commercial panic, few places showed greater signs of progress than London; in fact it went ahead too fast, like many other cities and towns, consequently it has felt the revulsion all the more—and every department of business, nearly, has suffered—to revive again, we hope, when business becomes more buoyant generally. The town is lighted with gas, and supports as many as six newspapers, and five bank agencies. The streets are wide, and laid off at right angles. London is one of the principal stations on the Great Western Railroad of Canada, on the section from Hamilton to Windsor, with a branch to port Stanley, on Lake Erie, from which there is a regular steam communication with Cleveland, Ohio.

The soil in the immediate vicinity of London, it is true, is sandy, and the country almost a dead level, as far as Windsor; but you cannot travel many miles in a northern or southern direction, until you meet with an undulating country, and productive farms, whose proprietors, of course, betake themselves to London for sale and purchase—for mart and market.

Our representation of London is from one of several photographs, supplied to us by Mr. E. H. Longman, of London, C. W., and, from the excellent manner in which they are executed, we feel pleasure and confidence in saying, that the photographic art is well represented there by Mr Longman—judging from the specimens he has supplied to us.

## HAMILTON, C. W.

Hamilton, one of the cities of Canada West, is situated at the south-western extremity of Burlington Bay, an inlet at the head of Lake Ontario, and terminus of lake navigation. The site on which Hamilton is built, occupies gradually rising ground for about a mile and a half from the shore of the lake to the base of the hill, called the Mountain, which rises up in the background. It was laid out in 1813, and has spread with wonderful rapidity—faster than almost any other town in Canada. In 1841 the population was only about 3500, while in 1850 it had increased to 10,312, and now has reached to nearly 30,000.

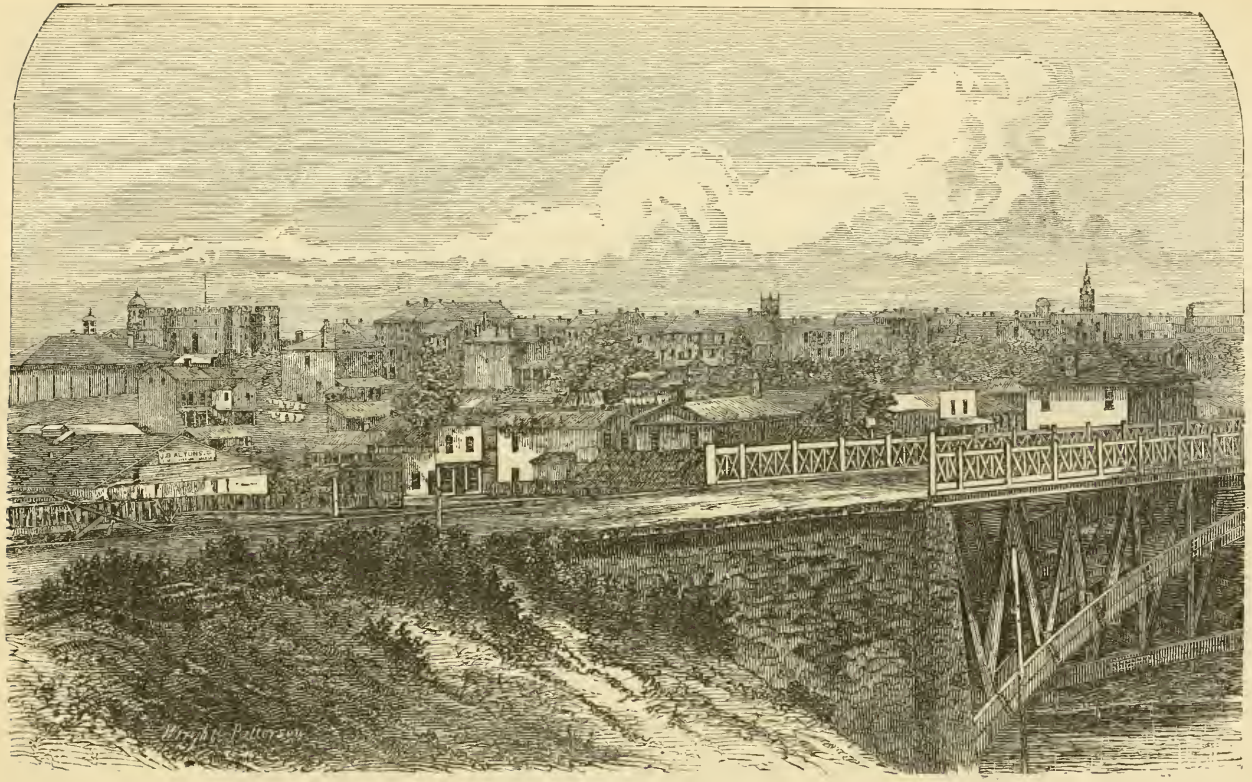
Hamilton is the centre of one of the most extensive and best agricultural portions of Canada, and in its vicinity are to be seen some of the best cultivated farms, not long reclaimed from the primeval forest.

As in most American cities, the streets are laid out at right angles, and present a fine, spacious appearance. The public buildings, banks, churches and hotels, which are amongst the finest in the province, are built of stone and brick. Some of the merchants' stores excel any thing of the same sort in Toronto, or even Montreal, and are carried on by some of the largest importers in Canada, who do an extensive business throughout the country.

The chief business streets—named King, John, James, York, and McNab streets—are situated a considerable distance back from the shore.

The Gore Bank of Canada has its head-quarters in Hamilton, in addition to which there are five or six other Bank agencies.

The finest and certainly most extensive view of the city is to be had from the Mountain.



LONDON, CANADA WEST.

CITY OF KINGSTON, C. W.

The City of Kingston is one of the most delightfully situated places in Canada. It is midway between Montreal and Toronto, at the foot of Lake Ontario, and at the head of the River St. Lawrence, whose fairy-like Archipelago of a Thousand Isles has given it a celebrity little less than world-wide. On approaching the city, the view, both from lake and river, is very fine, and impresses the traveller with a most favourable idea of it. For solidity, Kingston will compare favourably with any city on the continent; being built on, and surrounded by immense beds of limestone—this material, besides being a source of revenue, is almost generally used in the construction of its buildings, varied of late years, and interspersed here and there, with three and four story brick, with a fair proportion of frame, structures, making the contrast particularly striking. Its chief attraction, as well as ornament, is the immense "City Hall Buildings," fronting on Ontario street, than which there is not a more imposing pile in all Canada. It is a handsome cut stone edifice, in the shape of the letter T—the front elevation being in chaste Palladian style, the centre of which is ornamented with a dome, commanding a fine prospect of the city and the bay, and from which a good

view of the surrounding country is obtained. These buildings, besides the immense Hall, which is used on all public occasions, and for concerts, etc., contain the common council chambers, city offices, commercial news room, agency of the bank of British North America, temporary post-office, wholesale stores and warehouses, together with numerous other offices, etc., which will give some idea of its proportions. Its average cost was one hundred and twenty thousand dollars. The new "Court House and Jail," now completed, stands next in order, and is, indeed, an ornament to the city, the front elevation, with its six magnificent pillars, being in Grecian Ionic style, and the design extremely chaste and elegant. Its length is 208 feet, width 54 feet. The average outlay in its construction was nearly ninety thousand dollars. The lower story is designed for public offices, above which are the court and council rooms, consisting of the assizes and county court, the division court, and county council rooms, etc. In rear are the Jail and jailer's dwelling, forming an extensive wing to the main building. The other buildings of note are, the Roman Catholic Cathedral, and Regiopolis College; the General Hospital, Queen's College, the Grammar School; St. George's, St. Paul's, and St. James's Protestant Churches; St. Andrew's Church, Irish Free Church, Chalmer's Church, Wesleyan and Primitive Methodist Churches, Congregational Church, Baptist Church, Apostolic Church, and the old French Roman Catholic Church, now used as a nunnery. The new Custom House and Post-office, recently completed, would be an ornament to any city. The chief public institutions are, the General Hospital, House of Industry, Hotel Dieu, Mechanics' Institute, etc. There are two daily newspapers—"The British Whig," the first daily published in Canada West, and "The News;" one tri-weekly in the Roman Catholic interest, the "Herald;" and four weeklies, the "Chronicle and News," the "British Whig," the "Commercial Advertiser," and the "Tribune." One thing must not be overlooked in mentioning the lions of the city—the Public Park, which, in a few years, will be a chief source of healthful recreation to the citizens.

Kingston has long been known for its safe and capacious harbour, which is well adapted to shelter a large fleet of vessels, besides having over twenty wharves, some of them very extensive, and furnished with capacious warehouses and accommodations for the forwarding trade. The shipping trade has long been a chief feature of the place. In addition to the ship yards at Garden Island, opposite, and at Portsmouth, at the extreme west end of the city, there is the noted Marine Railway of John Counter, Esq., from all of which have been launched the greatest number and largest tonnage of Canadian vessels in Canada West. Kingston, in this particular, being only second to Quebec.

A branch railroad has lately been made across a portion of the bay below the Cataraqui Bridge, to connect with the city from the main depot, coming in at the foot of Ontario street, at the Tête du Pont barracks, and passing thence along the harbour to Shaw's wharf, where the branch or city depot is to be established. Kingston has, also, her Crystal Palace, at the outskirts of the city, in which the County Agricultural, Horticultural, and other shows are held, and in which will be held the Provincial Association's great Annual Show for 1859. This is a large, handsome, and commodious building, which speaks favourably for the public enterprise of the Kingstonese, and the yeomenry of the county of Frontenac. Not the least remarkable evidence of the prosperity of the farming community, is the large markets in Kingston—larger, perhaps, than any others in Canada, and attesting greatly in favour of the superiority of the land in the vicinity.

Kingston is well defended, judging from her martello towers, market battery, and extensive and commanding fortifications at Fort Henry and Point Frederick. Towards the west end of the city are numerous handsome private residences, fronting on Lake Ontario. Still further on is the private Insane Asylum, at "Rockwood." The Penitentiary, situated on the lake shore, is a great attraction to strangers visiting Kingston. It is surrounded with walls 30 feet high, with flanking towers, the whole covering an area of about twenty acres. Inside the walls, the first building seen is of a cruciform shape, in one wing of which is the hospital; in another, the dining-hall; above these, the chapel; and underneath, the asylum for the insane. The north part is the dwelling-house of the Warden and other officers, with a beautiful garden attached; the remainder being occupied as cells for the convicts, who are all well cared for, and have, with their own hands, erected the walls, workshops, sheds, cells, etc. At the back, and next the lake side, are ranges of workshops, where the surplus labour is let to contractors.

On the whole, Kingston seems to keep the even tenour of her way amongst the cities of Canada West, with a creditable steadiness and perseverance; is said to be one of the most healthy localities in the province; with a population of about 13,000. Kingston is represented in the Upper House by the Honourable Alexander Campbell, and in the Lower House by the Honourable John A. Macdonald, the ex-Premier; the member for the county being the Honourable Henry Smith, Speaker of the Legislative Assembly.

The station of the Grand Trunk Railroad is about 2 miles from the city. Omnibuses ply to and from it, in connection with the hotels.

# UPPER AND LOWER CANADA.

The following information is compiled from the authorized publications of the Canadian government, official documents, and private information received:—

Geographical Position and Extent.—The province of Canada embraces about 350,000 square miles of territory, independently of its north-western possessions, not yet open for settlement: it is, consequently, more than one-third larger than France, nearly three times as large as Great Britain and Ireland, and more than three times as large as Prussia. The inhabited, or settled portion, covers at least 40,000 square miles, and is nearly twice as large as Denmark, three times as large as Switzerland, a third greater than Scotland, and more than a third the size of Prussia.

Prior to the year 1840, Canada was divided into two distinct provinces, known as Upper and Lower Canada, possessing separate legislative bodies, or parliaments, for the local government of each. In 1840 these provinces were united, although, for some purposes, the old territorial divisions still exist. Upper Canada is that part of the now united provinces which lies to the west of the River Ottawa; Lower Canada embraces the country to the east of that river.

This extensive province is bounded on the north by the British possessions, at present in the occupation, or guardianship, of the Hudson's Bay Company; on the south and east, by the states of the American Union, and the British province of New Brunswick. The western boundary of Canada, west of Lake Winnipeg, is yet undefined. The River St. Lawrence, and Lakes Ontario, Erie, St. Clair, Huron, and Superior, with their connecting rivers, form the division between Canada and the United States.

Form of Government.—Canada is a colony of Great Britain, but is as free and unfettered as an independent nation. The mother country has entrusted to the Canadians the management of their own affairs. The Governor of Canada, who is also Governor-general of British North America, is appointed by the British Crown, and is its representative in the colony. He nominates an executive council, who are his advisers on all matters. There are two legislative bodies, called the House of Assembly and the Legislative Council, the members of which are elected by the people. The Legislative Council was formerly filled by the nominees of the crown.

The system of government is that of legislative majorities and responsibility to electors, in imitation of, and as similar as possible, to that which exists in Great Britain. All public offices and seats in the legislature are open to any candidate possessing the confidence of the people, and holding a certain limited amount of property, and being, at the time, a British subject. The elective franchise is nearly universal. Every man paying an annual household rental of 30 dollars, (£6 stg.) in the cities and towns, and 20 dollars, (£4 stg.) in the rural districts, is entitled to vote.

Naturalization of Aliens.—Under the provisions of the 12 Vict. cap. 197, sect 4, as amended by the 18 Vict. cap. 6, foreigners can become naturalized after a residence of *five years* in Canada, by taking an oath as to such residence, and the oath of allegiance, before any Justice of the Peace of the place of his residence, and afterwards obtaining a certificate of residence from such Justice of the Peace, and causing it to be presented and recorded in any one of the courts mentioned in the sixth section of the 12 Vict. cap. 197, upon which a certificate of naturalization will be granted by such court.

Before they are naturalized, we are informed that foreigners can hold and transmit real estate the same as natural-born subjects; that they have a vote at municipal elections, although not at elections for members of the provincial legislature.

The British government maintains a small force in Canada and the neighboring provinces, for protection against foreign invasion, and for the maintenance and preservation of the fortifications of Quebec, Kingston, and other places, in the event of a foreign war.

Character of the Population.—Canada was once a French colony, and, until it was ceded to the British, possessed, exclusively, a French population. In that part of the province which lies to the east of the Ottawa River, and which is called Lower Canada, the people are chiefly of French extraction. West of the Ottawa, or Upper Canada, is essentially British. The population of the province now exceeds 2,500,000. In some parts of Upper Canada there are large colonies of Germans and Dutch, and it is probable that not less than 30,000 Germans and Dutch are settled in different parts of the upper or western half of the province.

POPULATION OF CANADA FOR 1856–1857.

| Names of Counties. | Total estimated Population up to Jan. 1. | | Names of Counties and Cities. | Total estimated Population up to Jan. 1. | |
|---|---|---|---|---|---|
| | 1856. | 1857. | | 1856. | 1857. |
| Brant | 26,872 | 29,557 | Brought forward | 56,532 | 62,006 |
| Elgin | 30,416 | 33,451 | Ontario | 36,520 | 40,172 |
| Prescott | 14,028 | 15,422 | York | 61,572 | 67,729 |
| Russell | 6,184 | 6,802 | Peel | 27,568 | 30,324 |
| Lambton | 17,796 | 19,569 | Simcoe | 35,712 | 39,283 |
| Stormont | 18,044 | 19,844 | Wentworth | 31,544 | 34,698 |
| Dundas | 17,844 | 19,624 | Halton | 21,592 | 23,751 |
| Glengary | 22,836 | 25,119 | Grey | 16,580 | 18,238 |
| Carleton | 30,540 | 33,594 | Wellington | 34,584 | 38,038 |
| Leeds | 39,064 | 42,970 | Huron | 32,684 | 35,942 |
| Grenville | 26,456 | 29,101 | Bruce | 8,000 | 9,240 |
| Norfolk | 27,884 | 30,672 | Perth | 26,552 | 29,207 |
| Lanark | 28,824 | 31,706 | Waterloo | 34,324 | 37,756 |
| Renfrew | 13,684 | 14,814 | Lincoln | 33,700 | 97,070 |
| Frontenac | 21,684 | 23,852 | Welland | 21,060 | 23,166 |
| Lennox | 9,148 | 10,062 | Oxford | 40,908 | 44,998 |
| Addington | 18,688 | 20,556 | Middlesex | 40,151 | 44,167 |
| Hastings | 41,616 | 45,777 | Kent | 23,800 | 26,180 |
| Prince Edward | 22,656 | 24,921 | Essex | 26,040 | 28,644 |
| Haldimand | 21,660 | 23,826 | City of Toronto | 46,500 | 51,000 |
| Northumberland | 36,124 | 39,736 | City of Hamilton | 20,400 | 22,440 |
| Durham | 38,456 | 42,301 | City of Kingston | 16,150 | 17,759 |
| Peterborough | 20,276 | 22,303 | City of Ottawa | 11,050 | 12,155 |
| Victoria | 16,752 | 18,427 | City of London | 13,600 | 14,960 |
| Carried up | 56,532 | 62,006 | | 1,228,123 | 1,350,923 |
| Total estimated population of Lower Canada, adding one-seventeenth for one year's increase | | | | 1,152,708 | 1,220,514 |
| Total population of Canada in 1856 and in 1857 | | | | 2,380,831 | 2,571,437 |

Laws and Municipal Institutions.—The laws of England were introduced into Upper Canada in 1791, and prevail, subject to the various alterations made, from time to time, by the local parliament. The laws of France, as they existed at the conquest of Canada, by Britain, prevail in Lower Canada, subject also to the alterations effected by the local parliament. The criminal and commercial laws of England prevail there, as in Upper Canada. The parliament of Canada have, and exercise, entire control over the province; the imperial government never interfere now, unless (which scarcely ever occurs) some great national interest is involved.

The municipal system of Upper Canada is admirably adapted to the exigencies of a young and vigorous country; its success has been complete. In order to comprehend it, it is necessary to state, that Upper Canada is divided into counties, forty-two in number; each county is divided into townships; so that, on an average, each township is about ten miles square. The inhabitants of a township elect five "councillers," the councillors elect, out of this number, a presiding officer, who is designated the "town reeve;" the town reeves of the different townships, form the "county council," this Council elect their presiding officer, who is styled the "Warden." The town council and county council are municipal corporations, possessing the power to raise money for municipal purposes, such as making public improvements, opening and repairing roads and bridges. Repayment is secured by a tax on all the property in the township or county where the debt is incurred; but no by-law for raising money can be enforced, unless it has been previously submitted to the electors or people. Each corporation possesses the power of suing, and is liable to be sued, and their by-laws, if illegal, are subject to be annulled by the Superior Courts of the province, at the instance of any elector.

Each township council has the power to provide for the support of common schools under the provisions of the school law; to construct roads, bridges, water-courses, etc., to appoint path-masters or road-inspectors, etc. The county councils are charged with the construction and repairs of goals, and court-houses, roads and bridges, houses of correction, and grammar schools, under the provisions of the school-law; to grant money, by loan, to public works, tending to the improvement of the country, and to levy taxes for the redemption of the debts incurred, subject to the proviso before mentioned, namely, the vote of the people. Villages not having a population over 1000, are governed by a board of police, and are styled police villages; possessing over 1000 inhabitants, they become incorporated villages, and are governed by a council of five, whose reeve is a member of the county council, *ex officio;* as soon as a village acquires a population exceeding three thousand, it becomes a town governed by a mayor and council, and is represented in the county council by a town reeve, and deputy town reeve. When the number of inhabit-

ants exceeds 10,000, it may be created a city, and is governed by a mayor, alderman, and councilmen. All town reeves, wardens, mayors, and aldermen, are, *ex officio*, justices of the peace.

REVENUE AND EXPENDITURE FOR 1856.

| Revenue, 1856. | £ | s. | d. |
|---|---|---|---|
| Customs | 1,028,905 | 9 | 2 |
| Excise | 20,532 | 8 | 3 |
| Revenue from Public Works | 51,765 | 7 | 5 |
| Territorial | 25,656 | 6 | 9 |
| Bank Imposts | 22,142 | 14 | 2 |
| Casual Revenue | 89,664 | 12 | 7 |
| Total Currency | 1,238,666 | 18 | 4 |

| Expenditure, 1856. | £ | s. | d. |
|---|---|---|---|
| Interest on Public Debt | 225,223 | 15 | 7 |
| Civil Government | 56,030 | 10 | 3 |
| Administration of Justice | 124,254 | 8 | 5 |
| Provincial Penitentiary | 13,939 | 11 | 2 |
| Legislature | 117,444 | 17 | 4 |
| Education | 97,514 | 1 | 6 |
| Agricultural Societies | 17,955 | 13 | 3 |
| Hospitals and other Charities | 38,756 | 18 | 10 |
| Public Works | 92,787 | 16 | 6 |
| Militia | 36,107 | 14 | 11 |
| Maintenance of Lighthouses | 27,994 | 4 | 1 |
| Emigration | 6,383 | 18 | 7 |
| Pensions | 9,820 | 8 | 0 |
| Indian annuities | 8,755 | 0 | 0 |
| Sinking Fund, &c. | 60,848 | 14 | 5 |
| Miscellaneous | 126,897 | 0 | 11 |
| Total Currency | 1,050,714 | 13 | 9 |

Educational Institutions.—Upper and Lower Canada enjoy separate school laws, adapted to the religious elements prevailing in either. Each township in Upper Canada is divided into several school sections, according to the requirements of the inhabitants. The common schools are supported partly by government, and partly by local, self-imposed taxation, and occasionally, by the payment of a small monthly fee from each scholar. The total amount expended on educational purposes in Canada, during 1856, was £97,514 1*s.* 6*d.*, currency. In long-settled rural districts, each school section is now distinguished by a handsome brick school-house, furnished with maps, authorized school books, and elementary philosophical apparatus. The salaries of teachers vary from £130 stg. to £40 stg. in country parts, and from £280 stg. to £75 stg. in cities and towns. All common-school teachers must pass an examination before a county board of education, or receive a license from the provincial normal school, empowering them to teach, before they can claim the government allowance.

The provincial normal school is a highly effective and useful institution, for the training of teachers, and annually sends forth from 100 to 150 young men and women, who, having been uniformly instructed in the art of conducting a school and communicating knowledge, are gradually establishing, in Upper Canada, a system of common-school education of great promise.

The free school system is gaining ground in many parts of Canada; the principle it involves implies the support of common schools, open to all, by a general tax, and the non-exaction of fees. Any school section may adopt it by the vote of the majority of its inhabitants. Separate schools for Roman Catholics are sanctioned under certain regulations.

The grammar schools are 65 in number, with 3726 pupils. They are intended to form a connecting link between the common schools and the universities. Teachers must be graduates of some university; they receive an allowance from government in addition to fees. The amount raised for grammar-school purposes, in 1855, was £12,000 sterling.

Besides a richly-endowed provincial university, supplied with a complete staff of highly competent professors and lecturers, there are several other universities and colleges in Upper Canada, in connection with different religious denominations. The standard of education adopted in some of the Canadian universities, assimilates, as closely as possible, to that established in the time-honoured institutions of Great Britain and Ireland, and the ranks of the professorial staffs are generally supplied from the same unfailing sources. All the expenses of a full university course in Toronto need not exceed £60 sterling per annum, board and tuition included. To the Provincial University, and to the University of Trinity College in connection with the Church of England, scholarships are attached, which vary in value, from £18 stg. to £40 stg. per annum. These are awarded (at annual examinations) to successful candidates competing for them.

In Lower Canada a system of education in some respects similar to that which has just been described exists, and is rapidly obtaining favour among the people. The superior schools there, however, are of a very high order, and many of the seminaries attached to religious houses are well endowed, and amply provided with efficient professors and teachers.

Religion.—Among Canadians there is perfect toleration in religious matters. While, however, all religions are respected by law and by the people, there are strict distinctions jealously preserved between churches of different denominations.

The prevailing religious denominations may be thus classified, according to the census of 1851, from which an idea may be formed of the present strength of each leading religious body:—Church of England, 268,592; Church of Scotland, 75,587; Church of Rome, 914,571; Free Presbyterians, 93,385; other Presbyterians, 82,733; Wesleyan Methodists, 114,839; Episcopal Methodists, 49,443; all other Methodists, 52,449; Baptists, 49,846; Lutherans, 12,107, etc., etc. In Upper Canada the Roman Catholics form about one-sixth of the whole population, and in Lower Canada about five-sixths.

Agricultural Capabilities of the Soil.—In the valleys of some of the larger rivers of Upper Canada wheat has been grown after wheat for thirty years; the first crops yielded an average of 40 bushels to the acre, but, under the thoughtless system of husbandry then pursued, the yield diminished to 12 bushels to the acre, and compelled a change of crop, which soon had the effect of restoring the land to its original fertility. But this system of husbandry has effected its own cure, and led to the introduction of a more rational method of cultivating the soil. Years ago, when roads were bad, and facilities for communicating with markets few and far between, wheat was the only saleable produce of the farm, so that no effort was spared to cultivate that cereal to the utmost extent. Now, since railroads, macadamized roads, and plank roads have opened up the country, and agricultural societies have succeeded in disseminating much useful instruction and information, husbandry has improved in all directions, and the natural fertility of the soil of the old settlements is, in great part, restored.

The average yield of wheat in some townships exceeds 22 bushels to the acre, and where the least approach to good farming prevails the yield rises to thirty, and often forty bushels to the acre. On new land fifty bushels is not at all uncommon; and it must not be forgotten, that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris exhibition. It may truly be said, that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioation takes place, it is the fault of the farmer, and not of the soil. In Upper Canada the yield of wheat one year considerably exceeded 20,000,000 bushels; and the quality of Canadian wheat is so superior, that the American millers buy it for the purpose of mixing with grain grown in the United States, in order to improve the quality of their flour.

The most erroneous opinions have prevailed abroad respecting the climate of Canada. The so-called rigour of Canadian winters is often advanced as a serious objection to the country, by many who have not the courage to encounter them,—who prefer sleet and fog, to brilliant skies and bracing cold, and who have yet to learn the value and extent of the blessings conferred upon Canada by her world-renowned "snows."

It will scarcely be believed by many who shudder at the idea of the thermometer falling to zero, that the gradual annual diminution in the fall of snow, in certain localities, is a subject of lamentation to the farmer in Western Canada. Their desire is for the old-fashioned winters, with sleighing for four months, and spring bursting upon them with marvellous beauty at the beginning of April. A bountiful fall of snow, with hard frost, is equivalent to the construction of the best macadamized roads all over the country. The absence of a sufficient quantity of snow in winter for sleighing, is a calamity as much to be feared and deplored, as the want of rain in spring. Happily, neither of these deprivations is of frequent occurrence.

The climate of Canada is in some measure exceptional, especially that of the peninsular portion. The influence of the great lakes is very strikingly felt, in the elevation of winter temperatures, and in the reduction of summer heats. East and west of Canada, beyond the influence of the lakes, the greatest extremes prevail,—intense cold in winter, intense heat in summer, and to these features may be added their usual attendant, drought.

Perhaps the popular standard of the adaptation of climate to the purposes of agriculture, is more suitable for the present occasion, than a reference to monthly and annual means of temperature. Much information is conveyed in the simple narration of facts bearing upon fruit culture. From the head of Lake Ontario, round by the Niagara frontier, and all along the Canadian shores of Lake Erie, the grape and peach grow with luxuriance, and ripen to perfection in the open air, without the slightest artificial aid. The island of Montreal is distinguished every where for the fine quality of its apples, and the island of Orleans, below Quebec, is equally celebrated for its plums. Over the whole of Canada, the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of

April, and the fruit gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 250 pounds in weight in the neighbourhood of Toronto. Indian corn, hops, and tobacco are common crops, and yield large returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the province.

The most striking illustration of the influence of the great lakes in ameliorating the climate of Canada, especially of the western peninsula, is to be found in the natural limits to which certain trees are restricted by climate. That valuable wood, the black walnut, for which Canada is so celebrated, ceases to grow north of latitude 41° on the Atlantic coast, but, under the influence of the comparatively mild lake-climate of peninsula Canada, it is found in the greatest profusion, and of the largest dimensions, as far north as latitude 43°.

The following information is from the pen of Mr. E. Widder, Commissioner of the Canada Company, and will be found to contain some information of interest and utility to

SETTLERS AND SMALL FARMERS.

Price of Clearing Wild Lands, and how Cleared.—The *clearing* of wild land is always to be understood as clearing, fencing, and leaving it ready for a crop, in ten-acre fields, the stumps and roots of the trees alone being left to encumber the operations of the farmer. The price varies greatly, according to circumstances, but may be quoted at present, as £5 cy., per acre. The payment is always understood to be made in cash, except a special written bargain to the contrary is entered into. Timber is now becoming scarce and valuable in some locations, and near the railway, the value of the timber is equal to the cost of clearing the land.

Rotation of Crops, etc.—As wheat (the boast of Canada) succeeds best on a new fallow, (newly cleared and burnt land being so called,) it is always the first grain crop. Farmers with capital, seed the fallow down with grasses, and wait five or six years; but the farmer with limited means, puts the land into crop the next year, either with potatoes or spring grain; then follows wheat again, every alternate year, until he has power to clear enough new land for his wheat crop each year,—when the old land is laid down in meadow, and otherwise cropped, without much attention to the usual general rules of good farming, until the stumps rot sufficiently to admit of the free use of the plough. The best English and Scotch farmers then adopt the customary three or four field system, or otherwise wheat, and winter and summer fallow, each alternate year. The first crops are always put in with the harrow alone. It is, however, almost impossible to speak positively in regard to this question, as it seems to be quite a matter of convenience, or perhaps, caprice, as to the manner in which the cultivation shall proceed. We have farmers from all parts of Great Britain, Ireland, Europe, and the United States, and each person assimilates his practice, as much as possible, to the customs to which he has been used—or thinks best for the country.

Produce of Crops.—The produce, per acre, of all crops varies much from year to year in Canada, owing to the late and early frosts. It is, however, generally considered, that the following is a fair average of ten years, on all tolerably cultivated farms:—Wheat, 25 bushels; barley, 30 bushels; oats, 40 bushels; rye, 30 bushels; potatoes, 250 bushels per acre. Swedish turnips, mangel wurtzel, and other roots of a similar kind, are not generally sufficiently cultivated to enable an average yield to be given; but it may very safely be said, that, with similar care, culture and attention, the produce will not be less per acre than in England. Flax and hemp are now coming rapidly into notice, as an additional resource to the agriculturist,—the quality of both articles is excellent, and the quantity obtained affords a profitable return—the climate and soil being well adapted for their growth. Tobacco has also been raised in considerable quantities, particularly in the western extremities of the province.

Land Carriage.—That is, the hire of a team of two horses, wagon and driver, which will take 18 cwt. of load, may generally be reckoned at 8*d.* per mile, to the journey's end—supposing the team to come back empty; cheaper land travelling than this, can, however, often be obtained by making a bargain.

Log House, or Shanty.—A comfortable log house, 16 feet by 24, with two floors, with shingled roof, £18; log barn, 24 feet by 40, £15; frame house, same dimensions, £80; do. barn, £100, suitable sheds, etc., £40. Tables, 10*s.* to 17*s.* 6*d*; stump bedsteads, 10*s* to 20*s.* each; chairs, per dozen, £1 5*s.* Boilers, saucepans, kettles, knives and forks, etc., etc., about 50 per cent over the usual sterling retail prices in England. It must be borne in mind, that the settler very seldom spends *money* in erecting his buildings, they being generally built by himself, with the assistance of his neighbours, and added to, as his wants and increasing prosperity may from time to time require. The cost of household furniture, or rather the quantity required, varies

with the ideas of almost every family. In most cases, the household furniture of a new settler will not be found to exceed in value £15; sometimes, not half that sum; and is often manufactured by the settler himself.

Frost—when it Comes and Goes.—The time of the setting in of the frost, and of its departure, varies in Canada extremely in different years. But no prudent man ought to calculate on being able to do any thing in the open field after the middle of November, or much before the first day of April. Fodder must be provided for cattle sufficient to last till the middle of May, as although a surplus may be left, owing to the early setting in of spring, yet cases have been known of great distress prevailing from want of proper attention on this head.

Farmers' Avocations during Winter.—The new settler's avocations during the winter months are generally confined to taking care of his cattle and chopping,—that is, felling and cutting up the trees ready for burning in the spring. The underbrush must be cleared off before the snow falls. The family, when industrious, find their time fully employed in spinning, and other female occupations; and, when it is considered, that in the newest settlements almost every article of convenience or luxury must be made at home, or dispensed with, by poor settlers, it may easily be imagined that the duties of a farmer's wife and grown-up daughters are numerous and unceasing—for in proportion to their industry and abilities will be their domestic comfort and happiness. In the summer, from the scarcity of labour, all assist in the fields—the child of even five years old being usefully and healthily employed in some occupation befitting his age and strength. Amongst too many Canadian farmers, however, the winter is a season of idleness and enjoyment—a great portion of it being spent in amusement and visiting, to the manifest neglect of their farms and impoverishment of themselves and families.

The Descriptions of Fruit and Garden Produce in Canada West.—All the fruits generally found in England thrive remarkably well in Canada; but the plum, apple, strawberry, raspberry, and melon, attain a luxuriance of growth and perfection unknown in England. The melon, planted in the open ground, in most years produces excellent crops. In many places vines prosper well. Peaches are indigenous south of the parallel of 43°, or, if not absolutely indigenous, grow rapidly from the stone, and bear fruit within a few years; although good and rich flavoured, grapes and peaches are seldom met with, owing to their culture being neglected. The same observations apply to all garden produce, which will attain a degree of luxuriance unknown, perhaps, in Britain, with far less care and culture.

Wages of Male and Female Servants, and Prices of Job Work, such as Carpenters and other Tradesmen.—These have varied considerably, but the average wages are as follows:—Farm servants per month, with board, £4; ditto, without board, £5. Female servants, £1 and £1 5*s.* per month. Day labourers, 4*s.* to 5*s.*—in harvest, 10*s.* without board. The wages of carpenters and other tradesmen vary considerably according to the ability of the workmen; they all range, however, between 6*s.* 3*d.* and 12*s.* 6*d.* per day—taking these as the lowest and highest prices. These are the rates of wages to servants and workmen who are experienced in the work of the country. Newly-arrived emigrants do not get so much.*

Taxes payable by the Settlers, and Offices they are liable to be called on to serve.—Great alterations have lately been made in the laws relating to assessments—the power being now vested in the municipal councils, elected by the people, to impose what rates they please. Each county, township, town, or incorporated village, elects its own council, and may, therefore, be said to tax itself. All the taxes raised by the council are expended within the several localities. There is a small tax for the provincial lunatic asylum, and some other public buildings, imposed by the legislature. It is, perhaps, useless to go into particulars, as almost every municipality varies in the amount of taxes imposed. The offices which settlers are liable to be called on to serve are numerous, but are much sought after, as they are considered to confer distinction, and frequently emolument on the holders, who may be said to be members of a local government, in which is vested the levying of taxes, and administering the moneys collected from the settlers, for all purposes connected with their welfare, viz., the roads, bridges, schools, and improvements, and its other municipal affairs, in none of which does the provincial government now interfere.

The probable Expense of supporting a Family of five or six grown Persons, until they could get sufficient from the Land to support Themselves.—Information from several persons has been received on this head; the amount must necessarily vary according to the wants and usages of the family. Many persons will do with one-half of what others require; and it is

Note.—The wages, *at present*, (September, 1858,) are only about one half of the above rates, on account of the general depression in commerce, and the low prices obtained by farmers for grain.—Ed.

impossible, therefore, to give any decided information on this point;—the prices of produce and provisions given, will enable each individual to judge for himself. Support for a family is rarely required for more than twelve months, in which time, an industrious family should be able to raise a crop for themselves.

Are Wild Beasts troublesome to New Settlers?—No. Some severe seasons, wolves in remote settlements, may annoy the farmer, but to a small extent. Sheep are, however, in the more settled districts, generally protected by a fold; and the farmer may, now and then, lose a stray hog by the bears—but many men have been settled for ten years in the province, without seeing either wolf or bear. All wild animals are getting scarcer every year, as the country becomes settled.

The common Game of the Country.—The game in some parts is plentiful, and consists of deer, wood grouse, (called partridges,) quails, rabbits, (called hares,) and a great variety of wild ducks and geese. Wild turkeys are numerous in the western section of Canada. Fish are also most abundant in all the lakes and rivers, and excellent of their kind; but an observation made by an old farmer and wealthy settler, may be added to the answer, as it is a very true one, viz: —That a new settler can earn a quarter of beef, in the time which it takes him to hunt for a quarter of venison.

## GOVERNMENT FREE LANDS.

The following information is compiled from a circular issued by the Canadian government, as well as from a pamphlet issued by Mr. F. P. French, the government land agent, on the Opeongo Road:—

The Provincial Government have recently opened out THREE GREAT LINES OF ROAD, now in course of completion, and have surveyed and laid out for settlement the lands, through, and in the vicinity of which those roads pass.

The roads, as advertised by the agents of the government—appointed to the respective localities to afford information to the settler—are known as "THE OTTAWA AND OPEONGO ROAD, "THE ADDINGTON ROAD," and "THE HASTINGS ROAD."

### THE OTTAWA AND OPEONGO ROAD

Commences at a point on the Ottawa River, known as "Ferrall's," a little above the mouth of the Bonchere River, and runs in a westerly direction, passing through the northerly part of the County of Renfrew.

This road, and the country through which it passes, now open for settlement, is easily accessible, and the agent for the granting of lands in this district, is Mr. F. P. French, who resides at Mount St. Patrick, near Renfrew, on the Opeongo Road, a few miles from the lands which are to be granted. To reach the section of the country under Mr. French's charge, the settler must go from MONTREAL up to the Ottawa River, to a place called Bonchere Point, and thence by land some twenty-five or thirty miles westward to the township of Grattan, in which Mount St. Patrick is situated.

The distance from Ferrall's Landing to the village of Renfrew is but 7 miles, and a stage is on this road in summer, which conveys passengers for about 2*s.* 6*d.* each. Thus, from Quebec to Renfrew, a distance of 367 miles, may be travelled at a cost of £1 2*s.* 6*d.* sterling. At Renfrew, the emigrant is within 16 miles of this agency, (Mr. French's,) and he will have no difficulty in procuring a mode of conveyance to take him there, and hence along the Opeongo Road, should he be unable or unwilling to walk. The first of the free lots is 20 miles from the Ottawa River, and as the entire length of the Opeongo Road is 99 miles, it thus leaves 79 miles upon which free grants are being given. This road commences at Ferrall's Landing, on the Ottawa, crosses the Bonchere at Renfrew, and then taking a north-westerly course, it runs midway between the Bonchere and Madawaska Rivers on to Lake Opeongo. It is intended to connect this with a projected line of road known as "Bell's Line," leading to the Lake Muskako, and Lake Huron, by a branch which will diverge from the Opeongo Road, in the township of Brudenell, at a distance of about 53 miles from the River Ottawa, forming, with "Bell's Line," a great leading road, or base line, from the Ottawa to Lake Muskako, 171 miles in length, passing through the heart of the Ottawa and Huron territory, and opening up for settlement a vast extent of rich and valuable land.

The Bonchere and Madawaska Rivers—between which this road runs—are important tributaries to the Ottawa, and contribute a large quota of the very best timber that annually passes down that river to the Quebec market. Over 40 miles of the road are now good for wagons, and as the remaining portion will be repaired next spring, settlers can easily take in their families and supplies at all periods of the year. For some years past, settlers have been occasionally locating themselves on the wild lands of the Crown, in the neighbourhood of this road, and as there are besides over 120 of the free lots at present conceded, those who come in future will experience no difficulty in obtaining prompt *gratuitous* assistance to erect their shanties, and temporary accommodation while they are being put up. Twelve men can build a good shanty in a day—the timber of which it is constructed being always to be had on the spot. The best possible feeling prevails among the settlers, and no kindness that any one of them can render is ever denied to the stranger, no matter from what country he hails, or at what altar he kneels. Settlers are permitted to select their own lots, those coming first having first choice. The lots are all posted and numbered.

As yet, the nearest villages to the road are Renfrew, Douglas, and Eganville. Renfrew is distant 13 miles from the first free lot on the east end. Some 13 miles further up—that is 26 miles west of Renfrew—Douglas is within 12 miles; and again, 14 miles farther west, Eganville is sixteen miles from the road. At each of these villages there is a post-office, and also mills and stores, where all necessary supplies can be obtained. In Renfrew, there is a Catholic church, a kirk, and a free church, (Presbyterian,) in each of which there is service once a fortnight. In Douglas, a Methodist minister resides, and he has prayers there and at Eganville each alternate Sunday. There is also a Catholic church two miles from Douglas, and another at Eganville; in the former the clergyman officiates once a month, and at the latter twice a month during the summer, and once a month during the winter. At Mount St. Patrick, and 3 miles from the east end of the road, there is also a post-office and a Catholic church: a clergyman attends once a month.

The free lots on the east end of the road, for 12 miles, lie within the recently organized township of Grattan, which is already pretty well settled. No schools have as yet been established on the road, but there is no doubt that, ere long, churches will be erected, and school sections defined. In this province, the "Voluntary System" obtains in regard to all churches, but the schools are liberally aided by the government.

## THE ADDINGTON ROAD,

Commencing in the township of Anglesea, in the northern part of the county of Addington, near the village of Flint's Mills, in Kaladar, runs almost due north to the River Madawaska—a distance of 35 miles—and is to be continued thence for the distance of 25 miles, till it intersects the Ottawa and Opeongo Road.

The agent for the granting of the land in this district is Mr. E. Perry, who, for that purpose, is now resident at the village of FLINT'S MILLS. The outlines of five townships of very superior land are already surveyed and ready for settlement within the limits of the agency lying north of lake Massanoka, and between it and the River Madawaska. The townships are called, respectively, Abinger, Denbigh, Ashley, Effingham, Anglesea, and Barrie.

The direct route to this section is by way of KINGSTON, Canada West, thence to NAPANEE, either by rail or steamboat, and thence north to the township of Kaladar, and the village of FLINT'S MILLS, where Mr. Perry resides.

## THE HASTINGS ROAD.

The government agent is M. P. Hayes, who resides at the village of Madoc, from whom we have received the following particulars respecting the district:—

The Hastings Free Grant Road commences on the northern boundary line of the townships of Madoc, 13 miles from the village of the same name where my office is. The latter is distant from Belleville, 36 miles; the road is good between these points, and there is a stage carrying the mail each way, daily. Fare $1.00. The stage leaves Belleville every morning at 8 o'clock, and arrives at Madoc at 4 in the afternoon.

The tract of country through which the first forty miles of the Hastings Road runs, presents a very varied aspect. It is, in general, hilly and stony, with patches of good level at intervals. The soil is a sandy loam mixed with clay in some places, and in others with vegetable mould of more or less richness. This portion of the road is now pretty well settled, and a large number of the lots in the township, on both sides of the road, are being taken up by actual settlers. The crops of the present season were most excellent all along the road, the wheat having, so far, in these back settlements, escaped the ravages of the "weevil," which has of late been so destructive to that crop in other townships. Continuing along the Hastings Road in a northerly direction, through the tract of rough land to which I have just referred, we have a fine level, or rather, gently undulating country, between the branches of the Madawaska River, emptying into the Ottawa. This tract of good land extends for a breadth of 18 or 20 miles in a north and south direction, and extends east and west to a considerable distance. The timber, chiefly hard wood, is large, straight, and thrifty. The soil is a mixture of vegetable deposit with sandy loam, and the crops, of every description, have been satisfactory for the last two seasons. This tract is intersected also by a new line of road, opened by the government during the present season, and connecting the Hastings Road, at the junction of the townships of Wicklow and Monteagle, with the Opeongo Road, a distance of 46 miles.

The climate of this part of Canada is decidedly healthy, probably the most so of any part of the continent of America, and this consideration should enter very largely into the account on a comparison with other territories.

The country is rapidly filling up with a good class of settlers, and in the ordinary course, the lands which are given free this year, will be worth four or five dollars an acre in the course of four or five years.

In addition to the free grants on the Hastings Road, the government is opening a range of townships, fourteen in all, namely seven at each side of the road. These townships are ten miles square, and contain each about 600 lots of 100 acres. Two townships are already open for sale at eight cents per acre, and the remainder will be brought into the market very soon.

Emigrants should put themselves immediately in communication with the government agent. From him they will always receive valuable and reliable advice.

In order to facilitate the settlement of the country, and provide for keeping in repair the roads thus opened, the government has authorized free grants of land along these roads, not to exceed in each case, ONE HUNDRED ACRES, upon application to the local agents, and upon the following conditions:—

## CONDITIONS.

That the settler be eighteen years of age.

That he take possession of the land allotted to him within one month, and put in a state of cultivation, at least twelve acres of the land in the course of four years—build a house, (at least 20 by 23 feet,) and reside on the lot until the conditions of settlement are duly performed; after which accomplishment only shall the settler have the right of obtaining a title to the property. Families, comprising several settlers, entitled to lands, preferring to reside on a single lot, will be exempted from the obligation of building and of residence, (except upon the lot on which they live,) provided that the required clearing of the land be made on each lot. The non-accomplishment of these conditions will cause the immediate loss of the assigned lot of land, which will be sold or given to another.

The road having been opened by the government, the settlers are required to keep it in repair.

The local agents, whose names and places of abode have already been given, will furnish every information to the intending settler.

The LOG-HOUSE required by the government to be built, is of such a description as can be put up in four days by five men. The neighbours generally help to build the log-cabin for newly-arrived settlers, without charge, and when this is done, the cost of the erection is small, the roof can be covered with bark, and the spaces between the logs plastered with clay and whitewashed. It then becomes a neat dwelling, and warm as a stone house.

The lands thus opened up, and offered for settlement, are, in sections of Canada West, capable, both as to soil and climate, of producing abundant crops of winter wheat, of excellent quality and full weight, and also, crops of every other description or farm produce, grown in the best and longest cultivated districts of that portion of the province, and fully as good.

There are, of course, in such a large extent of country as that referred to, great varieties in the character and quality of land—some lots being much superior to others; but there is an abundance of the very best land for farming purposes. The lands in the neighbourhood of these three roads will be found to be very similar in quality and character, and covered with every variety of timber—some with hard wood, and some with heavy pine.

Water for domestic use is every where abundant; and there are, throughout, numerous streams and falls of water, capable of being used for manufacturing purposes.

The heavy-timbered land is almost always the best, and of it the ashes of three acres—well taken care of, and covered from wet—will produce a barrel of potash, worth from £6 to £7 currency. The capital required to manufacture potash is very small, and the process is very simple and easily understood.

The expense of clearing and enclosing heavily-timbered lands, valuing the labour of the settler at the highest rate, is about FOUR POUNDS currency per acre, which the first wheat crop, if an average one, will nearly repay. The best timber for fencing is to be had in abundance.

## CANADIAN GOVERNMENT AGENTS AND LANDS.

Emigrants desirous of purchasing any of the Crown lands in Upper or Lower Canada, may obtain the fullest information, as to the price and quality of the lands for sale, in their respective counties, by applying to the undermentioned Crown Land Agents, viz.:—

Prices of Lands range from 1*s.* to 10*s.* per acre.

### CROWN LAND AGENTS IN UPPER (WESTERN) CANADA.

| *Counties.* | *Agents.* | *Residences.* | |
|---|---|---|---|
| Stormont, Dundas and Glengary, | Samuel Hart | Cornwall. | 4*s.* per Acre. |
| Prescott and Russell | N. Stewart | Vankleekhill. | |
| Carleton | John Durie | Ottawa. | |
| Lanark | G. Kerr | Perth. | |
| Renfrew | William Harris | Renfrew. | |
| Leeds and Grenville | W. J. Scott | Prescott. | |
| Frontenac, Lenox and Addington | Allan McPherson | Kingston. | |
| Hastings | Francis McAnnany | Belleville. | |
| Prince Edward | N. Ballard | Picton. | |
| Northumberland and Durham | Vacant | Port Hope. | |
| Peterboro' and Victoria | Walter Crawford | Peterboro'. | |
| York, Peel and Ontario | Vacant | Toronto. | 5*s.* 6*d.* to 10*s.* per Acre. |
| Simcoe | John Alexander | Barrie. | |
| Waterloo | H. S. Huber | Berlin. | |
| Wellington | Andrew Geddes | Elora. | |
| Grey | William Jackson | Durham, (Bentinck P. O.) | |
| Wentworth | T. A. Ambridge | Hamilton. | |
| Halton | Vacant | Milton. | |
| Lincoln, Haldemand and Welland | Henry Smith | Smithville. | |
| Oxford | John Carrol | Beachville. | |
| Norfolk | Duncan Campbell | Simcoe. | |
| Middlesex and Elgin | John B. Askin | London. | |
| Essex | D. Moynahan | Sandwich. | |
| Kent and Lambton | J. B. Brooke | Raleigh. | |
| Huron | C Widder | Goderich. | |
| Perth | John Sharman | Stratford. | |
| Bruce | Alexander McNab | Saugeen. | |

## CROWN LAND AGENTS IN LOWER (EASTERN) CANADA.

### NORTH OF RIVER OTTAWA.

| *Agents.* | *Residence.* | *County.* | |
|---|---|---|---|
| Fohn Lynch | Allumettes Island | Part of County of Ottawa. | 8*s.* per Acre. |
| François X. Bastien | Grand Calumet Island | Do. | 8*s.* per Acre. |
| G. M. Judgson | Clarendon | Do. | 8*s.* per Acre. |
| Aimé Lafontaine | Aylmer | Do. | 8*s.* per Acre. |
| Donald McLean | Lochaber | Do. | 8*s.* per Acre. |
| E. W. Murray | Buckingham | Do. | 8*s.* per Acre. |
| Geo. Kaines | Grenville | Two Mountains. | 1*s.* 6*d.* per acre. |
| Thomas Barron | Argenteuil | Do. | 1*s.* 6*d.* per acre. |
| Andre B. Lavallée | St. Jérôme | Terrebonne. | 1*s.* 6*d.* per acre. |

### NORTH OF RIVER ST. LAWRENCE.

| | | | |
|---|---|---|---|
| Alexander Daly | Rawdon | Leinster. | 1*s.* 6*d.* per Acre. |
| William Morrison | Berthier | Berthier. | 1*s.* 6*d.* per Acre. |
| Vacant | Three Rivers | St. Maurice. | 1*s.* 6*d.* per Acre. |
| Amable Bochet | St. Anne La Pérade | Parts of Champlain and Portneuf. | 1*s.* 6*d.* per Acre. |
| Ignace P. Déry | St. Raymond | Part of Portneuf. | 1*s.* 6*d.* per Acre. |
| McLean Stewart | Quebec | Quebec. | 1*s.* 6*d.* per Acre. |
| Ed. Tremblay | Murray Bay | Part of Saguenay. | 1*s.* per Acre |
| John Kane | Grand Baie | Do. | 1*s.* per Acre |

### SOUTH OF RIVER ST. LAWRENCE AND WEST OF RIVER CHAUDIERE AND KENNEBEC ROAD.

| | | | |
|---|---|---|---|
| Joshua S. Lewis | Huntingdon | Beauharnois. | 8*s.* per Acre. |
| Wm. Fleming | Babyville | Huntingdon. [Stanstead | 8*s.* per Acre. |
| Orin J. Kemp | Frelighsburg | Shefford and part of Missisquoi and | 8*s.* per Acre. |
| John Felton | Sherbrooke | Part of Sherbrooke, Drummond and | 8*s.* per Acre. |
| Charles C. Sheppard | Wendover | Part of Drummond. [Stanstead. | 8*s.* per Acre. |
| N. A. Beaudet | Arthabaska | Do. | 8*s.* per Acre. |
| George A. Bourgeois | St. Grégoire | Do. | 8*s.* per Acre. |
| J. T. Le Bel | Garthbay | Part of Sherbrooke and Drummond. | 8*s.* per Acre. |
| F. X. Pratte | Stanfold | Part of Drummond and Nicolet. | 8*s.* per Acre. |
| John Hume | Leeds | Part of Megantic. | 2*s.* Acre. |
| Jean O. C. Arcaud | St. Joseph de la Beauce | Do. | 2*s.* Acre. |
| Cyprien Blanchet | St. François Do. | Do. | 2*s.* Acre. |
| Andrew Ross | Frampton | Do. and Dorchester. | 2*s.* Acre. |

### SOUTH OF RIVER ST. LAWRENCE AND EAST OF RIVER CHAUDIERE.

| | | | |
|---|---|---|---|
| Andrew Ross | Frampton | Part of Megantic, Dorchester & Belle- | 1*s.* 6*d.* Acre. |
| S. V. Larue | St. Charles, River Boyer | R. Boyer & part Bellechasse. [chasse. | 1*s.* 6*d.* Acre. |
| François Têtu | St. Thomas | L'Islet and part of Bellechasse. | 1*s.* 6*d.* Acre. |
| Florence Deguise | Ste. Anne La Pocatière | Part of Kamouraska. | 1*s.* 6*d.* Acre. |
| J. B. Lepage | Rimouski | Part of Kamouraska and Gaspé. | 1*s.* 6*d.* Acre. |
| Louis N. Gauvreau | Isle Verte | Part of Rimouski. | 1*s.* 6*d.* Acre. |
| Jos. A. Le Bel | New Carlisle | Bonaventure. | 1*s.* per Acre. |
| John Eden | Gaspé Basin | Part of Gaspé. | 1*s.* per Acre. |

### TERMS OF SALE AND OCCUPATION.

NOTICE is hereby given that future sales of Crown lands will be at the prices and on the terms specified in the respective localities mentioned below :—

West of the counties of Durham and Victoria, at seven shillings and sixpence per acre, payable in ten annual instalments with interest, one tenth at the time of sale.

East of the county of Ontario, within Upper Canada, four shillings per acre.

In the county of Ottawa, three shillings per acre.

From thence, north of the St. Lawrence to the county of Saginaw, and south of the St. Lawrence in the district of Quebec, east of the Chaudière River and Kennebec Road, one shilling and sixpence per acre.

In the district of Quebec, west of the River Chaudière and Kennebec Road, two shillings per acre.

In the district of Three Rivers, St. Francis, and Montreal, south of the St. Lawrence, three shillings per acre.

In the district of Gaspé and county of Saguenay, one shilling per acre.

In all cases payable in five annual instalments, with interest, one-fifth at the time of sale.

For lands enhanced in value by special circumstances, such extra price may be fixed as HIS EXCELLENCY THE GOVERNOR-GENERAL in Council may direct.

Actual occupation to be immediate and continuous, the land to be cleared at the rate of five acres annually for every hundred acres during five years, and a dwelling house erected not less than eighteen feet by twenty-six feet.

The timber to be subject to any general timber duty that may be imposed.

The sale to become null and void in case of neglect or violation of the conditions.

The settler to be entitled to obtain a patent upon complying with all the conditions.

Not more than two hundred acres to be sold to any one person.

### SCHOOL LANDS FOR SALE.

The School lands in the counties of Bruce, Grey, and Huron, are now open for sale to actual settlers on the following terms, viz.:—

The price to be ten shillings per acre, payable in ten equal annual instalments, with interest: the first instalment to be paid upon receiving authority to enter upon the land. Actual occupation to be immediate and continuous; the land to be cleared at the rate of five acres annually for every hundred acres during the first five years; a dwelling house, at least eighteen feet by twenty-six, to be erected; the timber to be reserved until the land has been paid for in full and patented, and to be subject to any general timber duty thereafter; a license of occupation, not assignable without permission, to be granted; the sale and the license of occupation to become null and void in case of neglect or violation of any of the conditions; the settler to be entitled to obtain a patent upon complying with all the conditions; not more than two hundred acres to be sold to any one person on these terms.

All emigrants who require information as to the best routes and cheapest rates of conveyance, to any part of Canada, should apply to the emigrant agents stationed at Quebec, Montreal, or Toronto, who will also direct emigrants, in want of employment, to places where they may obtain it. The agents will also give settlers information as to the best and safest mode of remitting money to their relations or friends residing in any part of Great Britain or Ireland.

### ROUTE TO THE GOVERNMENT FREE LANDS ON THE OPEONGO ROAD.

| FROM. | WHERE TO. | CONVEYANCE. | MILES. | STG. | DOLLARS. |
|---|---|---|---|---|---|
| Montreal | Ottawa City, (Lake Bytown.) | Grand Trunk Railway .. | 181 | 8*s.* | $2.00 |
| | | Steamer and Railway ... | " | 6*s.* | 1.50 |
| Ottawa City | Aylmer | Stage or wagon | 9 | 2*s.* | 0.50 |
| Aylmer | Onslow | Steamer | 24 | 2*s.* | 0.50 |
| " | Fitzroy | Do. | 30 | 3*s.* | 0.75 |
| " | Arnprior | Do. | 40 | 4*s.* | 1.00 |
| " | Bristol | Do. | 41 | 4*s.* 6*d.* | 1.12½ |
| " | Sand Point | Do. | 45 | 4*s.* 6*d.* | 1.12½ |
| " | Bonchere Point | Do. | 50 | 5*s.* | 1.25 |
| " | Ferrall's Landing | Do. | 52 | 5*s.* | 1.25 |
| " | Portage du Fort | Do. | 60 | 6*s.* | 1.50 |
| " | Pembroke | Do. and Stage | 95 | 5*s.* | 1.25 |

| | |
|---|---|
| To Townships of Onslow, Bristol, and Clarendon | Land at Onslow. |
| " Litchfield and upper townships on the north side of the Ottawa | " Portage du Fort. |
| " Fitzroy, Huntly, Packenham, Ramsay, McNab, Renfrew, Bromley | " Fitzroy and Arnprior. |
| " Horton, Bagot, Admaston, or to Mount St. Patrick, in the township of Grattan, the residence of Mr. French, the agent for the Opeongo Road, 23 miles from Ferrall's Landing | " Bonchere Point, or Ferrall's Landing. |

The newly-surveyed townships of Sebastopol, Brudenell, Algona, and Rolph, each 10 miles square, are now open for settlement, distance about 20 miles from Mount St. Patrick. Emigrants proceeding to any of the above places, will receive every information respecting the lands open for sale in these respective localities, from the following Crown Land Agents:—At

CLARENDON ..... MR. F. B. HEATH.
CALUMETTE ..... " F. X. BASTIEN.
ALUMETTE ..... " JOHN LYNCH.
RENFREW ..... " WM. HARRIS.
MT. ST. PATRICK ..... " T. P. FRENCH.

### GOVERNMENT EMIGRATION OFFICERS IN CANADA.

QUEBEC ..... A. C. BUCHANAN, Chief Agent.
MONTREAL ..... A. CONLAN.
OTTAWA CITY ..... FRANCIS CLEMOW.
KINGSTON ..... ALLAN McPHERSON, Crown Land Agent.
TORONTO ..... A. B. HAWKE, Chief Emigrant Agent, Upper Canada.
HAMILTON ..... T. C. DIXON.

Who will furnish emigrants, on application, with advice as to the routes, distances, and rates of conveyance, also respecting the crown and other lands for sale, and will direct emigrants in want of employment to where it may be procured.

## BANKS IN GREAT BRITAIN AND IRELAND,

With their agents in Canada, upon whom they draw, and grant letters of credit.

| *Bankers in Britain.* | *Draw and give letters of credit upon* |
|---|---|
| London, Glyn, Mills & Co. | Bank of Upper Canada and agents. |
| " City Bank | Bank of Toronto and agents. |
| " Joint Stock Bank | Commercial Bank and agents. |
| " Union Bank | Montreal Bank and agents. |
| " Glyn, Mills & Co. | Quebec Bank and agents. |
| " " " " | City Bank of Montreal and agents. |
| " " " " | Gore Bank and agents. |
| " Bosanquet & Co. | Niagara District Bank and agents. |
| " Glyn, Mills & Co. | Bank du Peuple, Montreal, and agents. |
| " " " " | Ontario Bank and agents. |
| " British North America | Own branches and agents. |
| Liverpool, Bank of Liverpool | Montreal Bank and agents. |
| Edinburgh, British Linen Company | Bank of Upper Canada and agents. |
| " " " " | Montreal Bank and agents. |
| " Commercial Bank | Commercial Bank of Canada and agents. |
| " Union Bank | Gore Bank and agents. |
| Glasgow, British Linen Company | Montreal Bank and agents. |
| " Clydesdale Bank | Commercial bank of Canada and agents. |
| Dublin, Boyle, Low, Pim & Co | " " " " " |
| " National Bank of Ireland | City Bank of Montreal and agents. |

By reference to the above, and also to the List of Banks in Canada with their Agencies, it will at once be seen with whom the banks in Great Britain and Ireland have correspondents, in different parts of Canada, and through whom money can be remitted or received.

## BANKS IN CANADA, WITH THEIR AGENCIES.

*For Banks in Great Britain and Ireland, who are agents for the following, see List of Banks in Great Britain and Ireland, preceding this.*

| PLACES. | NAMES OF BANKS. | OFFICERS. |
|---|---|---|
| *Barrie* | Upper Canada | E. Lally, Agent. |
| " | Toronto | Angus Russell, Agt. |
| *Belleville* | Upper Canada | E. Holden, Agent. |
| " | Commercial | A. Thompson, M'r. |
| " | Montreal | Q. McNider, M'r. |
| *Berlin* | Upper Canada | G. Davidson, Agt. |
| *Bowmanville* | ONTARIO | D. Fisher, Cashier. |
| " | Upper Canada | G. Mearns, Agent. |
| " | Montreal | G. Dyett, Manager. |
| *Bradford* | City Bank | A. McMaster, Agt. |
| *Brantford* | B. N. America | J. C. Geddes, M'r. |
| " | Upper Canada | T. S. Shortt, Agent. |
| " | Montreal | A. Grier, Manager. |
| *Brockville* | Upper Canada | R. F. Church, Agt. |
| " | Commercial | J. Bancroft, M'r. |
| " | Montreal | F. M. Holmes, M'r. |
| *Chatham* | Upper Canada | G. Thomas, Cash'r. |
| " | Commercial | T. McCrae, Agent. |
| " | Gore | A. Charteris, Agent. |
| *Chippewa* | Upper Canada | J. Macklem, Agent. |
| *Cobourg* | Montreal | C. H. Morgan, M'r. |
| " | Toronto | J. S. Wallace, Agt. |
| *Cornwall* | Upper Canada | J. F. Pringle, Agt. |
| " | Montreal | W. Mattice, Agent. |
| *Dundas* | B. N. America | Wm. Lash, Agent. |
| *Elgin* | ZIMMERMAN'S | J. W. Dunklee, Ca. |
| *Galt* | Gore | J. Davidson, Agt. |
| " | Commercial | W. Cooke, Manag'r. |
| *Goderich* | Upper Canada | J. McDonald, Agt. |
| " | Montreal | H. McCutchon, Ag. |
| *Guelph* | Gore | T. Sandilands, Agt. |
| " | Montreal | R. M. Moore, Agt. |
| *Hamilton* | GORE | W. G. Crawford, C. |
| " | Upper Canada | A. Stow, Cashier. |
| " | B. N. America | G. H. Taylor, M'r. |
| " | Montreal | A. Milroy, Manag. |
| " | Commercial | W. H. Park, M'r. |
| *Ingersoll* | Commercial | W. M. Sage, Agent. |
| " | Niagara Dist't. | C. E. Chadwick, Ag. |
| *Kingston* | COMMERCIAL | C. S. Ross, Cashier. |
| " | Upper Canada | W. G. Hinds, Cash. |
| " | B. N. America | S. Taylor, Manag. |
| " | Montreal | A. Drummond, M'r. |
| *Lindsay* | Upper Canada | J. McKibbon, Agt. |
| *London* | Upper Canada | J. Hamilton, Cash. |
| " | B. N. America | T. Christian, M'r. |
| " | Commercial | J. G. Harper, M'r. |
| " | Montreal | W. Dunn, Manager. |
| " | Gore | C. Monsarratt, Ag. |
| *Montreal* | MONTREAL | D. Davidson, Cash. |
| " | CITY BANK | F. McCulloch, Ca. |
| " | DU PEUPLE | B. H. Lemoine, Ca. |
| " | MOLSON'S | W. Sache, Cashier. |
| " | Upper Canada | E. T. Taylor, M'r. |
| " | B. N. America | R. Cassels, Manag. |
| " | Commercial | T. Kirby, Manager. |
| " | Quebec | Bank du Peuple, A. |
| " | Provincial | J. D. Nutter&Co., A. |
| *Newcastle* | Toronto | S. Wilmot, Agent. |
| *Niagara* | Upper Canada | T. McCormick, Ag. |
| *Nicolet* | Quebec | L. M. Cresse, Agt. |
| *Oakville* | Toronto | J. T. M. Burnside, A |
| *Oshawa* | Ontario | J. B. Warren, M'r. |
| *Ottawa* | Upper Canada | R. S. Cassels, Agt. |
| " | B. N. America | A. C. Kelly, Agent. |
| " | Montreal | P. P. Harris, M'r. |
| " | Quebec | H. V. Noel, Agent. |
| *Paris* | Gore | J. Nimmo, Agent. |
| *Perth* | Commercial | A. Leslie, Agent. |
| " | Montreal | J. McIntyre, Agent. |
| *Peterbro'* | Commercial | W. Cluxton, Agent. |
| " | Toronto | James Hall, Agent. |
| " | Montreal | R. Nicholls, Agent. |
| *Picton* | Montreal | J. Gray, Agent. |

| PLACES. | NAMES OF BANKS. | OFFICERS. |
|---|---|---|
| *Port Hope* | Upper Canada | J. Smart, Agent. |
| " | Toronto | J. E. Walsh, Agent. |
| " | Commercial | W. F. Harper, M'r. |
| " | Montreal | R. Richardson, Ag. |
| " | Molson's | D. Smart, Agent. |
| *Port Stanley* | Commercial | E. E. Warren, Agt. |
| *Prescott* | Commercial | J. Patton, Agent. |
| *Quebec* | QUEBEC | C. Gethings, Cash. |
| " | Upper Canada | J. F. Bradshaw, M. |
| " | B. N. America | F. W. Wood, M'r. |
| " | Montreal | J. Stevenson, M'r. |
| " | Commercial | ——— |
| " | City Bank | ——— |
| " | Du Peuple | Quebec B'k, Agts. |
| *Sarnia* | Upper Canada | ——— |
| " | Commercial | G. W. Thomas, Agt. |
| *Sault Ste Marie* | B. N. America | J. Ballenden, Agt. |
| *Sherbrooke* | City Bank | W. Ritchie, Agent. |
| *Simcoe* | Gore | D. Campbell, Agt. |
| " | Montreal | S. Read, Agent. |
| *Southampton* | Upper Canada | A. McNabb, Agent. |
| *Stanstead* | PROVINCIAL | J. W. Peterson, Ca. |
| *St. Catharine's* | NIAGARA DIST. | J. Smart, Cashier. |
| " | Upper Canada | T. L. Helliwell, Ca. |
| *St. Mary's* | Commercial | T. D. Timms, Agent. |
| *St. Thomas* | Co. ELGIN B'K. | E. Ermatinger, M'r. |
| " | Montreal | E. M. Yarwood, M'r. |
| *Stratford* | Upper Canada | J. C. W. Daly, Agt. |
| " | Commercial | U. C. Lee, Agent. |
| *Three Rivers* | Upper Canada | —De Moulin, Agt. |
| " | B. N. America | W. Scougall, Agt. |
| " | Montreal | M. Stevenson, Agt. |
| " | Quebec | J. McDougall, Agt. |
| *Toronto* | UPPER CANADA | T. G. Ridout, Cash. |
| " | TORONTO | A. Cameron, Cash. |
| " | B. N. America | W. G. Cassels, M'r. |
| " | Commercial | C. J. Campbell, M'r. |
| " | Montreal | H. C. Barwick, M'r. |
| " | City Bank | T. Woodside, M'r. |
| " | Quebec | W. W. Ransom, M. |
| " | Du Peuple | E. F. Whittemore, A |
| " | Molson's | J. Glass, Agent. |
| *Trenton* | Montreal | J. Cumming, Agt. |
| *Whitby* | Montreal | T. Dow, Agent. |
| *Woodstock* | Gore | J. Ingersol, Agent. |
| " | Montreal | W. P. Street, Agt. |
| *Windsor* | Upper Canada | T. E. Trew, Agent. |

*Foreign Agents.*

| AGENTS. | PLACES. | AGENTS FOR. |
|---|---|---|
| Head Office. | *London (Eng.)* | B. N. America |
| Glyn, Mills & Co. | " " | Upper Canada |
| City B'k of London. | " " | Toronto |
| Lon. Joint St'k B'k. | " " | Commercial |
| Union B'k of Lond. | " " | Montreal |
| Glyn, Mills & Co. | " " | Quebec |
| Glyn, Mills & Co. | " " | City Bank |
| Glyn, Mills & Co. | " " | Gore |
| Bosanquet & Franks | " " | Niagara Dist. |
| Glyn, Mills & Co. | " " | Du Peuple |
| Glyn, Mills & Co. | " " | Ontario Bank |
| Bank of Liverpool. | *Liverpool (Eng.)* | Montreal |
| British Linen Co. | *Edinburgh (Scot.)* | Upper Canada |
| British Linen Co. | " " | Montreal |
| Com. Bank of Scot. | " " | Commercial |
| Union Bank. | " " | Gore |
| British Linen Co. | *Glasgow (Scot.)* | Montreal |
| Clydsdale B'k'g Co. | " " | Commercial |
| Boyle, Low & Pim. | *Dublin (Ireland.)* | Commercial |
| National B'k Irel'd. | " " | City Bank |
| J. G. King & Sons. | *New York* | Upper Canada |
| Bank of Commerce. | " | Toronto |
| R. Bell, F. H. Grain, & C. F. Smith, Ag'ts. | " | B. N. America |
| Merchants' Bank. | " | Commercial |
| Bank of Commerce. | " | Montreal |
| Maitland & Phelps. | " | Quebec |
| B'k of the Republic. | " | City Bank |
| Ward & Co., and Merchants' Bank. | " | Gore |
| B'k of the Republic. | " | Du Peuple |
| B'k of the Republic. | " | Ontario Bank |
| Merchants' Bank. | *Boston* | Montreal |
| Blake, Hoare & Co. | " | Upper Canada |
| Merchants' Bank. | " | Commercial |
| N. Y. State Bank. | *Albany* | Upper Canada |
| N. Y. State Bank. | " | Commercial |
| N. Y. State Bank. | " | Gore |
| L. Wright's Bank. | *Oswego* | Upper Canada |
| L. Wright's Bank. | " | Commercial |
| L. Wright's Bank. | " | Toronto |
| Rochester City B'k. | *Rochester* | Upper Canada |
| B'k of B. N. Amer. | *St. John (N. B.)* | B. N. America |
| Com. Bank, N. B. | " " | Quebec |
| B'k of B. N. Amer. | *Halifax (N. S.)* | B. N. America |
| B'k of B. N. Amer. | *St. John (N. F.)* | B. N. America |
| Central Bank. | *Fredericton (N. B.)* | Quebec |

## POSTAL REGULATIONS IN CANADA.

### *Postage Rates on Letters.*

Between any two places in Canada, 3*d.* per ½ oz.—Prepayment optional.

On letters deposited at an office for delivery in the same place, called Drop or Box Letters, the rate is ½*d.*

From Canada to United States, 6*d.*—Prepay't op'nal.
" California 9*d.* do.
" Oregon 9*d.* do.

| LOWER PROVINCES. | *Via* Quebec and Halifax. | *Via* Portland and St. John. | *Via* Bost'n & H'x Cunard St'r. |
|---|---|---|---|
| New Brunswick | 3*d.* | 3*d.* | 7½*d.* |
| Nova Scotia | 3*d.* | 3*d.* | 7½*d.* |
| Prince Ed. Island. | 3*d.* | 3*d.* | 7½*d.* |
| Newfoundland | 7½*d.* | 7½*d.* | 1*s.* 0*d.* |

Payment optional. Letters to be forwarded by British steamer, from Boston or New York, must be specially so addressed.

Stamps of the denomination of 1½*d.*, 3*d.*, 6*d.*, 7½*d.*, and 10*d.*, for the prepayment of letters, can be purchased at the principal offices.

To the principal railway mail trains throughout the Province are attached post-office cars, carrying railway mail clerks, and at these "Travelling Post-offices" can be posted at each station such correspondence as may be too late for mailing in the ordinary manner. Letters, however, mailed in the post-office car can be prepaid only by using postage stamps, no railway mail clerk being permitted to collect postage, or to receive prepayment in money.

### *Great Britain and Ireland.*

By British (Cunard) mail steamers, from New York or Boston, 10*d.* currency (8*d.* sterling).

By Canadian mail steamers, from Quebec (in summer), 7½*d.* currency (6*d.* sterling).

When letters are sent by the mails for England, *via* the United States, whether for a British or Canadian packet, a United States transit rate of 2½*d.* currency per ½ ounce is chargeable in addition.

(Letters to be sent *via* Marseilles must be so addressed.)

### *Registration of Letters.*

Persons transmitting letters which they desire should pass through the post as "registered letters," must observe that no record is taken of any letter unless specially handed in for registration at the time of posting. Upon all such letters, with the exception of those addressed to the United States, 1*d.* must be prepaid, as a registration charge. If addressed to the United States, the ordinary postage rate on the letter to that country *must be prepaid*, and in addition a registration charge of 3*d.* per letter. The registry thus effected in Canada will be carried on by the United States post-office, until the letter arrives at its destination.

In like manner, letters addressed to Canada may be registered at the place of posting in the United States, and the registry made there will accompany the letter to the place of delivery in Canada.

A certificate of registration will be given by a postmaster, if required.

It must be distinctly understood by parties who

avail themselves of the privilege of registration, that such registration, with the certificate and receipt, are merely intended to afford the means of tracing the course of such letters through the post, and of ascertaining their delivery at destination, and will not be held to imply any liability on the part of the postal department to make good any loss, or alleged loss, arising upon the miscarriage of any such letter or its contents.

*Book Post with England.*

The rates and regulations are as follows:—

A book packet may contain any number of separate books, publications, works of literature or art, almanacs, maps, prints, or *printed* letters, and any quantity of paper, vellum, or parchment (to the exclusion of written letters whether sealed or open), and the books, maps, etc., may either be written, printed, or plain, or any mixture of the three, and may be either British, colonial, or foreign.

The rates of postage on such book packets are:—

| | | | | *Stg.* | | *Cur.* | |
|---|---|---|---|---|---|---|---|
| | | | | *s.* | *d.* | *s.* | *d.* |
| For a packet not exceeding 4 oz. weight | | | | 0 | 3 = | 0 | 4 |
| " exceed'g 4 oz., and not exceed'g ½ lb. | | | | 0 | 6 = | 0 | 7½ |
| " | " | ½ lb. | " | 1 lb. | 1 0 = | 1 | 3 |
| " | " | 1 lb. | " | 1½ lbs. | 1 6 = | 1 | 10½ |
| " | " | 1½ lbs. | " | 2 lbs. | 2 0 = | 2 | 6 |
| " | " | 2 lbs. | " | 2½ lbs. | 2 6 = | 3 | 1½ |
| " | " | 2½ lbs. | " | 3 lbs. | 3 0 = | 3 | 9 |

—and so on, increasing 6*d.* sterling for every additional half pound or fraction of half a pound.

The following conditions must be carefully observed, as prescribed by the imperial post-office:—

Every book packet must be either without a cover, or in a cover open at the ends or sides.

It must not contain any written letter, open or sealed or any sealed enclosure whatever.

No packet must exceed two feet in length, breadth, or width.

The postage of book packets must be paid in advance, by postage stamp.

Should a book packet be posted unpaid, or with a prepayment of less than three pence, or be enclosed in a cover not open at the ends or sides, or should it exceed the dimensions specified, such packet cannot be forwarded.

All book post matter, intended to be sent to the United Kingdom from Canada, must be forwarded to Quebec for transmission, either *via* Halifax, or in summer by Canadian steamer.

Books cannot be forwarded except at letter-postage rates by the mails sent to England through the United States.

The book postal regulations between Canada and Great Britain apply also to matter between Canada and France.

*Newspapers.*

All newspapers printed and published within this Province, *and addressed from the office of publication*, are transmitted from the post-office where mailed by the publisher, to any other post-office in Canada, or to the United Kingdom, or to any British province, colony, or possession, or to France, or the United States, free of *Canadian postage*.

Newspapers received from the United States are charged one halfpenny each on delivery in Canada, with the exception only of *exchange papers*, addressed to the editors or publishers of Canadian papers, which pass free.

England to Canada (Cunard line), 1*d.* on delivery; 1*d.* also to be prepaid in England.

England to Canada (Canadian line), 1*d.*, to be prepaid in England.

To foreign countries, at rates of charge prescribed by Imperial post-office.

Transient newspapers posted in Canada, (including all newspapers *not* sent from the office of publication to regular subscribers,) when addressed to any place in Canada or British North America, the United Kingdom, the United States, or elsewhere, must in all cases be *prepaid by postage stamp*, otherwise they cannot be forwarded.

Transient newspapers for any place in Canada, British North America, the United Kingdom, France, or United States, ½*d.* each.

Transient periodicals for any place in Canada, British North America, or the United States, if not over 3 oz. in weight, ½*d.* each; if over 3 oz. in weight, 2*d.* each—to be prepaid by postage stamp.

Printed circulars, prices current, or handbills, and other printed matter of a like description, and books, bound or unbound, are charged at a rate of ½*d.* per oz., or fraction of an ounce, whether sent singly or in packets to one address.

## MONEY ORDER SYSTEM IN CANADA.

In Canada, Money-Order Offices are classed and conducted as follows:—

1. Money-order post-offices are divided into first and second class.

2. Both classes may draw for any sum on one order up to £100 upon first-class offices, and for any sum up to £50 on one order, upon second-class offices.

3. When money orders exceeding £25 in aggregate amount are issued in one day, and to the same person, by one or more officers, upon a second-class office, the postmaster of the office drawn upon will be at liberty to defer the payment of such orders for three days.

4. The money orders shall be made out upon forms supplied by the head office, *and no order will be valid or payable, unless given upon the regular printed forms.*

5. Persons applying for money orders will be required to state the particulars upon a form of application provided for that purpose.

6. If in consequence of error or misapprehension in giving the name of the place of payment of a money order, the purchaser should desire to have the same changed, the issuing postmaster will take back the first order and issue another, for which he will charge commission, as on a new transaction.

7. When a mistake in the name of the payee, or person who is to receive the money, has been made by the applicant for a money order, the erroneous order may also be taken back, and a new one granted, for which a second commission will likewise be exacted.

8. Parties procuring money orders will please to examine them carefully, to see that they are properly filled up and stamped. This caution will appear sufficiently important when it is understood that an order, defective in any important respect, will throw difficulties in the way of its payment.

9. When a money order is presented for payment at the office on which it is drawn, the postmaster, or clerk employed, will use all proper means to assure himself that the applicant is the party named and intended in the advice, and, upon payment of the order, will be careful to obtain the signature of the payee to the receipt at foot.

10. When through illness or other insuperable difficulty, the payee is prevented from presenting the order in person, the postmaster will be at liberty to accept a written order on the back, in favour of a second person, provided always that such written order is satisfactorily proved to be genuine.

11. Any money-order post-office may repay an order issued by itself, but only to the party who obtained it. The charge or commission, however, shall not in any case be refunded.

12. The charges or commissions for orders will be as follows:—

| | | | | | *s.* | *d.* |
|---|---|---|---|---|---|---|
| Under and up to £2 10*s.* | | | | | 0 | 3 |
| Over £2 10*s.* not exceeding £5 0*s.* | | | | | 0 | 6 |
| " £5 0*s.* | " | £7 10*s.* | | | 0 | 9 |
| " £7 10*s.* | " | £10 0*s.* | | | 1 | 0 |
| " £10 0*s.* | " | £12 10*s.* | | | 1 | 3 |
| " £12 10*s.* | " | £15 0*s.* | | | 1 | 6 |
| " £15 0*s.* | " | £17 10*s.* | | | 1 | 9 |
| " £17 10*s.* | " | £20 0*s.* | | | 2 | 0 |

| | | | s. | d. |
|---|---|---|---|---|
| Over £20 | 0s. | not exceeding £22 10s | 2 | 3 |
| " £22 10s. | | " £25 0s | 2 | 6 |
| " £25 0s. | | " £30 0s | 3 | 0 |
| " £30 0s. | | " £35 0s | 3 | 6 |
| " £35 0s. | | " £40 0s | 4 | 0 |
| " £40 0s. | | " £45 0s | 4 | 6 |
| Over £45 0s. | | not exceeding £50 0s | 5 | 0 |

Thus far for orders on first and second-class offices, and by additional commissions of 6*d.* between every £5 from £50 up to £100 for orders on first-class offices only.

N. B. No half-pence to be introduced in the orders.

## DISTRIBUTION OF PERSONAL ESTATE OF INTESTATES.

[ACCORDING TO THE LAWS OF CANADA WEST.]

If the intestate die, leaving wife and child, or children—his personal representatives take thus: One-third to wife, rest to child or children: if children dead, then to their representatives, (that is, their lineal descendants,) except such child or children (not heirs at law) who had estate by settlement of intestate, in his lifetime, equal to the other shares.

Wife only—half to wife, rest to next of kin in equal degrees to intestate or their legal representatives.

No wife or child—all to next of kin and to their legal representatives.

Child, children, or their representatives—all to him, her, or them.

Children by two wives—equally to all.

If no child, children, or representatives—all to next of kin in equal degree to intestate.

Child or grandchild—half to child, half to grandchild.

Husband—whole to him.

Father and brother, or sister—whole to father.

Mother and brother, or sister—whole to them equally.

Wife, mother, brother, sisters, and nieces—half to wife, residue to mother, brother, sisters, and nieces.

Wife, mother, nephews, and nieces—two-fourths to wife, one fourth to mother, and one-fourth to nephews and nieces.

Wife, brothers or sisters, and mother—half to wife, (under statute of Car. II.) half to brothers and sisters, and mother.

Mother only—the whole (it being then out of the statute).

Wife and mother—half to wife, and half to mother.

Brother or sister of whole blood, and brother or sister of half blood—equally to both.

Posthumous brother or sister, and mother—equally to both.

Posthumous brother, or sister and brother, or sister born in lifetime of father—equally to both.

Father's father and mother's mother—equally to both.

Uncles' or aunts' children, and brother or sister's grandchildren—equally to all.

Grandmother, uncle, or aunt—all to grandmother.

Two aunts, nephew, and niece—equally to all.

Uncle and deceased uncle's child—all to uncle.

Uncle by mother's side, and deceased uncle or aunt's child—all to uncle.

Nephew by brother, and nephew by half-sister—equally *per capita*.

Nephew by deceased brother, and nephews and nieces by deceased sister—each in equal shares *per capita*, and not *per stirpes*.

Brother and grandfather—whole to brother.

Brother's grandson, and brother or sister's daughter—to daughter.

Brother and two aunts—to brother.

Brother and wife—half to brother, half to wife.

Mother and brother—equally.

Wife, mother, and children of a deceased brother (or sister)—half to wife, one-fourth to mother, one-fourth *per stirpes* to deceased brother or sister's children.

Wife, brother or sister, and children of a deceased brother or sister—half to wife, one-fourth to mother, or sister *per capita*, one-fourth to deceased brother or sister's child *per stirpes*.

Brother or sister, and children of a deceased brother or sister—half to brother or sister *per capita*, half to children of deceased brother or sister *per stirpes*.

Grandfather and brother—all to brother.

NOTE.—Personal property is held by man and wife in common. This community exists by law, unless there be a marriage contract, executed before the marriage, which expressly stipulates that there shall be no community.—*Treatise on the Law of Marriage in Lower Canada, by James Armstrong.*

# CITIES, TOWNS, AND VILLAGES,

## IN UPPER AND LOWER CANADA,

Alphabetically arranged, with name of Town or Village first, then the County (Co.) it is in, followed by the name of Township (Tp.). Thus, for example:—

"ABERFOYLE, C. W., Co. Wellington, Tp. Puslinch."

☞ C. E. denotes CANADA EAST.
C. W. " CANADA WEST.
Co. " COUNTY.
Tp. " TOWNSHIP.
G. T. R. " GRAND TRUNK RAILROAD.
G. W. R. " GREAT WESTERN RAILROAD.

Towns having MONEY ORDER OFFICES may be known by their names being printed in black letter thus, **ALLANSVILLE.**

All the places mentioned have POST-OFFICES, unless where mentioned to the contrary.

In addressing letters to parties in any town or village, they should be addressed—

1st. Christian and Surname in full.

2d. Name of Township.

3d. Name of County.

4th. "Canada West," or "Canada East," which is, of course, synonymous with "Upper Canada" and "Lower Canada."

For rates of postage to and from Canada, see elsewhere in this work, headed "Postal Regulations."

☞ To find out the distance of any one place from another, on the lines of the G. T. R. (Grand Trunk Railroad), G. W. R. (Great Western Railroad), Buffalo and Lake Huron, and Ontario, Simcoe, and Huron Railroads, see the Distance Tables of these lines, given elsewhere.

## A.

ABBOTT'S CORNER, C. E., Co. Missisquoi. Make for "Compton" on the G. T. R. Population about 100.

ABBOTTSFORD, C. E., Co. Rouville, St. Hillaire on the G. T. R. is the Station best available. Population about 100.

ABERCROMBIE, see St. Adele.

ABERCORN, C. E., Co. Brome, Compton on the G. T. R. is the nearest Station. Population about 50.

ABERDEEN, see Rapides des Joachims.

ABERFOYLE, C. W., Co. Wellington, Tp. Puslinch. Go to Guelph, a main Station on the G. T. R. Population about 100.

ABINGDON, C. W., Co. Lincoln, Tp. Caistor. Between the Great Western and the Buffalo and Lake Huron Railways; for the G. W. R. route take Grimsby Station on the Hamilton and Niagara Section, or "Canfield" Station on the Buffalo and Lake Huron Line. Population about 50.

ACTON, C. E. (alias Acton Vale), Co. Bagot. A Telegraph Station on the G. T. R.

ACTON, C. W., Co. Halton, Tp. Esquesing. A Station on the G. T. R. Population about 500.

ADAMSVILLE, C. E., Co. Brome. Make for "Compton" Station on the G. T. R. Population about 100.

ADARE, C. W., Co. Huron, Tp. Biddulph. Go to "Stratford" on the G. T. R. Population about 50.

ADDINGTON ROAD, C. W. See Free Grants of Land.

ADDISON, C. W., Co. Leeds, Tp. Elizabethtown, close to Brockville, a main Station on the G. T. R. Population about 150.

ADELAIDE Tp., C. W., Co. Middlesex. Go to "Mount Brydges" on the G. W. R.

ADJALA Tp., see Athlone, Ballyroy, and Keenansville, Villages and Post-offices within that Township.

ADMASTON Tp., C. W., Co. Renfrew. Steamer from Aylmer on the Ottawa, nearest Station Ottawa City, connected at Prescott with the G. T. R.

ADOLPHUSTOWN Tp., Co. Lennox. Station Ernesttown on the G. T. R. Also Kingston or Belleville for Bay of Quinté Steamer plying both to and from Adolphustown in summer.

ALBION Tp., C. W., Co. Peel. Go to Brampton, a main Station on G. T. R.

ALDBOROUGH Tp., C. W., Co. Elgin. Go to Newbury Station on the G. W. R.

ALDERSHOTT, C. W., Co. Wentworth, Tp. Flamboro'. Go to Dundas, G. W. R. Population about 80.

ALEXANDRIA, C. W., Co. Glengary, Tp. Lochiel. Make for Lancaster on G. T. R. Population about 700.

ALFRED Tp., C. W., Co. Prescott. On South Shore of Lower Ottawa. Lancaster is the nearest G. T. R. Station, and Steamers touch at Original and Hawkesbury on Ottawa for Ottawa City and Montreal.

ALGONA. See Crown Lands for sale.

ALLANBURG, C. W., Co. Welland, Tp. Thorold Go to Thorold on the G. W. R., or to Port Dalhousie for Steamer to Toronto and all other parts East.

ALLAN PARK, Co. Grey, Tp. Bentick. Make for "Guelph," thence by Stage to Owen's Sound. Or for Collingwood by the Northern Rail from Toronto, and Steamer Canadian to Owen's Sound and down by Stage.

ALLAN'S CORNERS, C. E., Co. Chateauquay, Tp. Durham. Go to Montreal, and thence by Champlain and St. Lawrence Railway. Population about 60.

**ALLANSVILLE**, C. W., Co. Wellington, Tp. Peel. Go to "Guelph" on G. T. R.

ALLISONVILLE, C. W., Co. Prince Edward, Tp. Ameliasburg. Steamers ply down from Trenton and Belleville, both Stations on the G. T. R. Up from Kingston and Montreal on the same Railway Section. For land journey go to "Brighton or Trenton" Stations on G. T. R., and thence to Carrying Place, Tp. Murray. Population about 50.

ALLUMETTE ISLAND, C. W., Tp. Renfrew. An Island on Upper Ottawa River near Terminus of

projected Brockville and Arnprior Railway. May be reached from Aylmer, C. E. On the North Shore of Ottawa River by Steamer in connection with Stages for Ottawa Railway, which joins the G. T. R. at Prescott. Also called Adams.

ALMA, C. W., Co. Wellington, Tp. Peel. Go to Guelph, see Allansville. Population about 70.

ALINA, C. W., Co. Bruce, Tp. Huron. 25 miles from Goderich. Population about 50.

ALMIRA, C. W., Co. York, Tp. Peel. Go to Scarboro' Station on the G. T. R. Or Toronto, whence Stage daily. Population about 60.

ALNWICK Tp., C. W., Co. Northumberland. Make for Harwood, a Station on the Cobourg and Peterborough Line, which connects with the G. T. R. at Cobourg.

ALTON, C. W., Co. Peel, Tp. Caledon. Go to Georgetown, a Station on the G. T. R. Population about 200.

ALTONA, C. W., Co. Ontario, Tp. Pickering. "Port Union or Frenchman's Bay" are nearest Flag Stations, but Whitby main Station may be preferable, all on the G. T. R. Population about 200.

ALVINSTON, C. W., Co. Lambton, Tp. Brooke. Go to "Glencoe," on the G. W. R., Hamilton and Windsor Section. Population about 60.

AMELIASBURG Tp., C. W., Co. Prince Edward. Daily Steamer down from Belleville, and up from Kingston, both Stations on the G. T. R. Population about 100.

**AMHERSTBURG**, C. W., Co. Essex, Tp. Maldon. On Lake Erie. Make for Windsor Terminus of the G. W. R., and proceed by River or Road. Population about 2500.

AMHERST ISLAND, Tp., C. W., Co. Addington. Cross Bay of Quinté from Erneston, or take Steamer from Kingston. Both "Erneston" and Kingston are Stations on the G. T. R. Population about 100.

AMIENS, C. W., Co. Middlesex, Tp. Lobo. Take ticket for "Komoka" on the G. W. R.

ANCIENNE LORRETTE, C. E., Co. Quebec. On the North Shore of St. Lawrence. "Point Levi" Station, on the G. T. R. to Quebec, is on the opposite shore. Population chiefly Huron Indians.

ANCASTER Tp., C. W., Co. Wentworth. Take ticket for Dundas G. W. R. Hamilton Section, and go on by daily Stage.

ANGUS, C. W., Co. Simcoe, Tp. Essa. Essa is a Station on the Ontario, Simcoe and Huron Railway. Population about 160.

APPLEBY, C. W., Co. Halton, Tp. Nelson. Make for Wellington Square, a Station on G. W. R.

APTO, C. W., Co. Simcoe, Tp. Vespra. Take ticket for Sunnidale Station on Ontario, Simcoe and Huron Railway from Toronto. Population about 25.

ARLINGTON, C. W., Co. Simcoe, Tp. Adjala. Try Malton Station, on G. T. R., Toronto and Stratford Section, and stage thence to Mono Mills and to Mono Centre. Population about 80.

ARNPRIOR, C. W., Co. Renfrew, Tp. McNab. Steamer from Aylmer in connection with railway to and from Ottawa City, connected again at Prescott with G. T. R. Also connected by stage with Brockville Station on the same railway section, via Perth, and Smith's Falls. Population about 270.

ARRAN, C. W., Co. Bruce, Tp. Arran. Go to Collingwood by Ontario, Simcoe and Huron Railway, from Toronto, thence by Steamer Canadian to Owen's Sound. Or by Guelph on the G. T. R., and thence by stage.

ARTEMESIA, Tp., C. W., Co. Grey. Make for Sunnidale Station on the Ontario, Simcoe and Huron Railway, and thence go west.

ARTHABASKA, C. E. A Telegraph Station on the G. T. R. Population about 150.

ARTHUR, Tp., C. W., Co. Wellington. Go to Guelph by G. T. R., and thence north by stage.

ARVA, C. W., Co. Middlesex, Tp. London. Go to London, a main Station on the G. W. R. Population about 200.

ASHBURN, C. W., Co. Ontario, Tp. Whitby. Go to Whitby main Station on G. T. R. Population about 200.

ASHFIELD, Tp., C. W., Co. Huron. Go to Stratford by G. T. R., and thence by Goderich Stage.

ASHGROVE, C. W., Co. Halton, Tp. Esquesing. Proceed from Georgetown, a Station on G. T. R. Population about 60.

ASPHODEL, Tp., C. W., Peterborough. Make for Cobourg, on G. T. R. Thence for Peterborough by the Junction Railway, and Passage Boat on Rice Lake.

ATHELSTON, C. E., Co. Huntingdon. Rouse's Point is the nearest Railway Station on the South, and Montreal on the North. It lies between Lake St. Francis and the Champlain and St. Lawrence Railway. Population about 80.

ATHERLEY, C. W., Co. Ontario, Tp. Mara. Book by Ontario, Simcoe and Huron Railway for Belle Ewart, and on by steamer, direct. In winter, go to Barrie, and thence by stage to Orillia. Population about 70.

ATHLONE, C. W., Co. Simcoe, Tp. Adjala. Try Malton Station, G. T. R., and on by stage to Mono. Population about 320.

ATHOL, C. W., Co. Glengarry. Go to Lancaster Station, on G. T. R. Population about 100.

AUBURN, C. W., Co. Huron, Tp. Colborne. Go to Stratford on G. T. R. Also on the Buffalo and Lake Huron, and go on by Goderich Stage.

AUDLEY, C. W., Co. Ontario, Tp. Pickering. "Port Huron," and "Frenchman's Bay," on G. T. R., are nearly equi-distant Stations.

AUGHRIM, C. W., Co. Lambton, Tp. Euphemia. Book for Glencoe Station, on G. W. R. Population about 25.

AULTSVILLE, C. W., Co. Stormont, Tp. Osnabruck. Make for "Dickenson's Landing," a Station on the G. T. R. Population about 150.

**AURORA**, C. W., Co. York, Tp. Whitchurch. A Telegraph Station on the Ontario, Simcoe and Huron Railway. Population about 450.

AVON, C. W., Co. Middlesex, Tp. N. Dorchester. Go to "Edwardsburg," a Station on the G. W. R. Population about 50.

AVON BANK, C. W., Co. Perth, Tp. Downie. Get to Stratford Junction Station of the G. T. R., and Buffalo and Lake Huron Railway.

**AYLMER EAST**, C. E., Co. Ottawa, Tp. Hull. On north shore of River Ottawa, connecting point for Upper Ottawa District with Ottawa City. Take ticket for Ottawa City, connected at Prescott with G. T. R., and thence on by stage to Aylmer. Population about 1500.

AYLMER WEST, C. W., Co. Elgin, Tp. Malahide. On London and Port Stanley Railway, connected at London, C. W., with the G. W. R. Population about 600.

AYLWIN, Tp., C. E., Co. Ottawa. North of Ottawa River; Steamer direct from Montreal. Population about 100.

AYR, C. W., Co. Waterloo, Tp. Dumfries. Go to "Galt," now connected by Branch Railway with G. W. R., and Buffalo and Lake Huron Railways at Paris—which see. Population about 1000.

AYTON, C. W., Co. Grey, Tp. Normanby. Go to Guelph, and on by Stage through Fergus, Elora, Mount Forest. Guelph is on the G. T. R.

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BABY'S POINT, C. W., Co. Lambton, Tp. Sombra. Reached from Chatham Station, on the G. W. R.

BABYVILLE, C. E., Co. Napierville, Tp. Sherrington. Which is a Station on the Montreal and Plattsburg Railway, 32 miles from Montreal.

BADEN, C. W., Co. Waterloo, South Riding, Tp. Wilmot. In the same township as Petersburg. Station on the G. T. R.

BAGOT, C. W., Tp. in Co. Renfrew. North of Perth, on line of Brockville and Arnprior Extension. Present nearest Station, Ottawa City, on Branch Railway, connected at Prescott with the G. T. R.

BAGOT, C. E. See Grande Baie.

BAGOTVILLE, C. E. Near Chicoutimi, on the Saguenay R. Go by Steamer Saguenay, from Quebec, or St. Thomas, C. E., the Eastern Terminus of the G. T. R., below Quebec, thence by same Steamer.

BALLINAFAD, C. W., Co. Wellington, South Riding, Tp. Erin. Go to Georgetown Station on the G. T. R.

BALLYCROY, C. W. See Athlone, both being in Tp. of Adjala.

BALMORAL, C. W., Co Haldimand, Tp. Walpole. Near Cook's Station, on the Buffalo and Lake Huron Railway.

BALTIMORE, C. W., Co. Northumberland, Tp. Hamilton. A Station on the Cobourg and Peterborough

Railway, which is connected at Cobourg with the G. T. R. 5 miles from Cobourg.

BANDON, C. W., Co. Huron, Tp. Hullett. Go to Stratford, by the Buffalo and Lake Huron, or G. T. R.

BARFORD, C. E. See Coaticook.

BARNETT, C. W., Co. Wellington, Tp. Nichol. Go to Guelph, on the G. T. R.

BARNSTON, C. E. A Tp. in Co. Stanstead. Near Coaticook Station, on the G. T. R., bordering on Vermont State.

BARRIE, C. W. A Tp. in Co. Frontenac. Nearest Post-office at Kaladar, the adjoining Township. This Township is now being settled. It is best approached from Napanee, a Station on the G. T. R., Montreal and Toronto Section. The price of the land is 4s. per acre. See Crown Lands for Sale.

**BARRIE,** C. W., Co. Simcoe, Tp. Vespra. County Town and Main Station on Ontario, Simcoe, and Huron Railway from Toronto to Collingwood. 66 miles from Toronto. Population about 2500.

BARTON, C. W.

BARTONVILLE, C. W., Co. Wentworth, Tp. Barton. Near Ontario Station on the G. W. R.

**BATH,** C. W., Co. Addington, Tp. Ernestown. Which is a Station on the G. T. R. Popnlation about 600.

BASTARD, C. W., Co. Leeds, containing the Villages and Post-offices, Delta, Forfar, Philipsville, which see respectively.

BATISCAN, C. E. A Tp., Co. Champlain. On the River St. Maurice, which bisects the St. Maurice Territory from its confluence with the St. Lawrence below Lake St. Peter at Three Rivers, at which Port the St. Lawrence Steamers call. The Government have formed a road from Three Rivers to the Grand Piles, on the St. Maurice River, whence Steamers ply for the Upper St. Maurice, touching at Batiscan.

BATISCAN BRIDGE. Higher up the St. Maurice than Batiscan, which see.

BATTERSEA, C. W., Co. Frontenac, Tp. Storrington. Try Kingston City, as nearest Main Station, or Kingston Mills and Gananoque, all on the G. T. R. Population about 100.

**BAYFIELD,** C. W., Co. Huron, Tp. Stanley. Go to Stratford Station of Buffalo and Lake Huron and G. T. R. Population about 300.

BAYHAM, C. W. A Tp. in Co. Elgin, on the shore of Lake Erie. Go to Port Stanley, connected by Railway Branch with G. W. R. at London, C. W.

**BEACHVILLE,** C. W., Co. Oxford, West Riding, Tp. Oxford West. A Station on the G. W. R. 53 miles west of Hamilton City. Population about 600.

**BEAMSVILLE,** C. W., Co. Lincoln, Tp. Clinton. A Station on the G. W. R. 22 miles from Niagara.

BEAR BROOK, Co. Russell, Tp. Cumberland. Go to Gloster Station on the Ottawa Railway, which connects with the G. T. R. at Prescott.

BEAUHARNOIS, C. E. An Electoral District on the South Shore of the St. Lawrence, nearly opposite the confluence of the Ottawa River and the Cedars Station, on the G. T. R.

BEAUMONT, C. E., Co. Bellechasse, on the South Shore of the St. Lawrence, opposite the Isle of Orleans, below Quebec. Nearest Station, Point Levi, on the G. T. R.

BEAUPORT, C. E., Co. Quebec. East of Quebec City. Nearest Station, Point Levi, on the South Shore of the St. Lawrence, Terminus of the G. T. R.

BEAVERTON, C. W., Co. Ontario, Tp. Thorah. Go to Belle Ewart, on Ontario, Simcoe, and Huron Railroad, from Toronto, and thence by Steamer on Lake Simcoe. In Winter by Railway from Port Hope to Lindsay, which connects at Port Hope with G. T. R.

BECANCOUR, C. E., Co. Nicolet. On South Shore of the St. Lawrence, opposite Three Rivers, which is the nearest Steam Packet Station.

BECKWITH, C. W. A Tp. in Co. Lanark, South Riding. See Carleton Place and Franktown.

BEDFORD, C. E., Co. Missisquoi, Tp. Stanbridge, Make for River Richelieu by Steamer from Montreal. If by Rail by Rouse's Point on the Champlain and St. Lawrence R.

BELFAST, C. W. See Ashfield.

BELFOUNTAIN, C. W. See Caledon.

BELLAMY'S MILLS, C. W. See Ramsay.

BELLE RIVIERE, C. E., Co. Two Mountains. Near confluence of Ottawa River with the St. Lawrence. Go by Ottawa Steamer from Montreal.

**BELLEVILLE,** C. W., Co. Hastings, Tp. Thurlow. County Town. Main and Telegraph Station on G. T. R. Section. 220 miles from Montreal, and 113 from Toronto. Population about 7000.

BELL EWART, C. W., Co. Simcoe, Tp. Innisfil. A Station of the Ontario, Simcoe, and Huron Railway, and for the Lake Simcoe Boats. 50 miles from Toronto. Population about 600.

BELL'S CORNERS, Co. Carleton, Tp. Nepean. Try "Gloster," or Ottawa Stations on the Railway Branch from Prescott, on the G. T. R. Population about 70.

BELMONT, C. W., Co. Elgin, Tp. South Dorchester. Go to Edwardsburg, a Station on the G. W. R.

BELMORE, C. W., Co. Huron, Tp. Turnberry. Go to Stratford, present Terminus of G. T. R. and Buffalo and Lake Huron Railway. Population about 140.

BELŒIL, C. E., Co. Vercheres. On South Shore of St. Lawrence. Try Longuiel or St. Hyacinthe Stations on the G. T. R. Population about 300.

BENMILLER, C. W. See Auburn.

BENNIE'S CORNERS, C. W., Co. Lanark, Tp. Ramsay. Try North Gower Station, on Ottawa and Prescott Branch from the G. T. R. Population about 75.

**BENTINCK,** C. W. A Tp. in Co. Grey. Go to Collingwood by the Ontario, Simcoe, and Huron Railway, and thence by Canadian Steamer to Owen's Sound, and down by Stage; or to Guelph, on the G. T. R., and up by Stage for Owen's Sound.

BERKELEY, C. W., Co. Grey, Tp. Holland. For Route see Bentinck.

**BERLIN,** C. W., Co. Waterloo, North Riding, Tp. Waterloo North. A Telegraph Station on the G. T. R. 64 miles from Toronto.

BERTHIER EN BAS, C. E., Co. Montmagny. A Station on the G. T. R., Quebec and St. Thomas Section. 42 miles below Quebec. Population about 1500.

**BERTHIER EN HAUT,** C. E., Co. Berthier. On the North Shore of St. Lawrence, at head of Lake St. Peter. Reached by Quebec and Montreal Steamers.

BERWICK, C. W., Co. Stormont, Tp. Finch. Go to Dickinson's Landing, a Station on G. T. R. Population about 100.

BERTIE. See Fort Erie.

BERVIE, C. W., Co. Bruce, Tp. Kincardine, which see.

BEVERLEY, C. W. A Tp. in Co. Wentworth, containing Copetown, Rockton, Sheffield Villages and Post-offices, which see.

BEWDLEY, C. W., Co. Northumberland, Tp. Hamilton. Go to Port Hope, a Main Station on the G. T. R.; also a Lake Port, frequented by the Steamers. Population about 100.

BIC, C. E., Co. Rimouski. A Port on the Lower St. Lawrence, on the South Shore, opposite Island of St. Cecile. Population about 3000.

BIDDULPH. See Adare.

BINBROOK, C. W. A Tp. in Co. Wentworth, near to the Jordan Station on the G. W. R., Hamilton and Niagara District.

BIRMINGHAM, C. W., Co. Frontenac, Tp. Pittsburg. Kingston City and Kingston Mills are the Stations, the latter only a Flag Station, both on the G. T. R. Population about 200.

BISHOP'S MILLS, C. W., Co. Grenville, Tp. Oxford. Go to Oxford, a Station on the Ottawa and Prescott Branch of the G. T. R.

BLAINVILLE TERREBONNE, C. E. See St. Therese de Blainville.

BLACK CREEK, C. W., Co. Welland, Tp. Willoughby. Go to Ridgeway on the Buffalo and Lake Huron Railway.

BLANDFORD, C. W., Co. Oxford. See Woodstock, Ratho, etc.

BLANDFORD, C. E., Tp. in Arthabaska Co. Go to Somerset Station on the G. T. R.

BLANSHARD, C. W. See Fish Creek, St. Mary's, Blanshard.

BLESSINGTON, C. W., Co. Hastings, Tp. Tyendinaga, where there is a Station of the G. T. R.

BLOOMFIELD, C. W., Co. Prince Edward, Tp. Hallowell. Situate on Bay of Quinte, and reached by Steamer daily from Kingston and Belleville, both Stations on the G. T. R.

BLOOMSBURG, C. W., Co. Norfolk, Tp. Townsend. Go to Onondaga or Paris, both Stations on the Buffalo and Lake Huron Railway.

BLYTHE, C. W., Co. Huron. North of Stratford Terminus of G. T. R.

BOBCAYGEON, C. W., Co. Victoria, Tp. Verulam. Go to Port Hope, on the G. T. R., and thence by Branch Railway to Lindsay. Population about 200.

BOLTON, C. W. See South Bolton.

BODMIN, C. W., Co. Huron, Tp. Morris. North-west of Stratford Station, on the G. T. R. Population about 30.

BOMANTON, C. W., Co. Northumberland, Tp. Hamilton. Go to Port Hope on the G. T. R., and thence by Lindsay Railway, open to Omemee.

BOND HEAD, C. W., Co. Simcoe, South Riding, Tp. Tecumseh. Go to Bradford on the Ontario, Simcoe, and Huron Railway from Toronto. Population about 250.

BOUGARD'S CORNERS, C. W., Co. Prince Edward, Tp. Marysburg, on Bay of Quinte. Take the Steamer from Kingston or Belleville on G. T. R. Population about 30.

BOSANQUET, C. W. A Tp. in Co. Lambton. Go to Stratford on G. T. R.

BOSCOBEL, C. E., Co. Shefford, Tp. Ely. Go to Durham Station on the G. T. R. Population about 100.

BOSTON, C. W. A Village in Townsend Township, Norfolk Co. See Bloomsburg. Population about 130.

BOTHWELL, C. W., Co. Kent, Tp. Zone. A Station on the G. W. R., Hamilton and Windsor Section, about 40 miles west of London, C. W. Population about 500.

BOUCHERVILLE, C. E., Co. Chambly. Go to Longueil Station on the G. T. R., close to Montreal. Population about 800.

BOURG LOUIS, C. E., Co. Portneuf. On North Shore of St. Lawrence—no nearer Station than Point Levi, the Quebec Terminus of the G. T. R.; may be reached by Montreal and Quebec Steamers at Portneuf, on the River St. Lawrence. Population about 100.

BOWEN, C. W., Co. Lennox, Tp. Richmond. Go to Napanee on the G. T. R. Population about 250.

**BOWMANVILLE**, C. W., Co. Durham, Tp. Darlington. A Main Station on G. T. R. 43 miles from Toronto. Population about 4000.

BOWMORE. See Nottawasaga.

**BRADFORD**, C. W., Co. Simcoe, Tp. W. Gwillimbury. A Main Station on the Ontario, Simcoe and Huron Railway from Toronto. 42 miles from Toronto. Population about 600.

**BRAMPTON**, C. W., Co. Peel, Tp. Chinguacousy—County Town. A Main Station on G. T. R. 22 miles from Toronto. Population about 2000.

BRANCHTON, C. W., Co. Brant, Tp. Dumfries, (south.) Go to Paris by the G. W. R., or Buffalo and Lake Huron Railway. Population about 100.

BRANT. An Inland County in Canada West, intersected by the G. W. R. and the Buffalo and Lake Huron Railway. The G. W. R. skirts it on the North, and the Buffalo and Lake Huron bisects into nearly equal halves. Wentworth County bounds it on the East, Oxford on the West, Waterloo and Oxford on the North, and Norfolk and Haldimand on the South.

BRANT, C. W. Tp. in Co. Bruce. Go to Guelph by G. T. R., Toronto and Stratford Section, thence by Stage.

BRANTFORD EAST, C. W. See Cainsville and Rosebank.

**BRANTFORD**, C. W. A Tp. in Co. Brant. A Main Station on Buffalo and Lake Huron Railway. 8 miles from Paris Junction of the G. W. R. Population about 8000.

BRESLAW, C. W., Co. Waterloo, Tp. Waterloo. Go to Berlin on the G. T. R.

BREWER'S MILLS, C. W., Co. Frontenac, Tp. Pittsburg. Kingston Mills Station is nearest Kingston City, and the most frequented. Both on G. T. R. Population about 150.

BREWSTER, C. W. A Post-office in Bruce Co. See Hay.

BRIDGENORTH, C. W., Co. Peterboro', Tp. Smith. A little North of Peterborough. Go to Cobourg on the G. T. R., and thence by Railway to Peterhorough. Population about 50.

BRIDGEPORT, C. W. A Village in Waterloo Co. See Petersburg. Population about 500.

**BRIGHTON**, C. W., Co. Northumberland, Tp. Murray. A Station on the G. T. R. Population about 1500.

BRITONVILLE, C. E., Co. Argenteuil, Tp. Morin. On North Shore of Lower Ottawa, reached by Steamer from Montreal.

BRISTOL, C. E. A Tp., Co. Pontiac. On North Shore of Ottawa above Aylmer East, (which see,) reached by Upper Ottawa Steamers. Population about 30.

BROCK, C. W. A Tp., Co. Ontario. Equi-distant from G. T. R. at Whitby, and from Bradford and Holland Landing on the Ontario, Simcoe and Huron Railway.

BROCK'S CREEK, C. W., Co. Elgin, Tp. Aldborough. Go to Newbury on G. W. R.

**BROCKVILLE**, C. W., Co. Leeds, Tp. Elizabethtown. County Town. A Main Station on G. T. R. 129 miles from Montreal. Population about 5000.

BROME, C. E. An Electoral Division. Nearest Stations, Ascot and Sherbrooke, G. T. R.

BROMLEY, C. W. A Tp., Co. Renfrew. See Douglas.

BROMPTON FALLS AND BROMPTON, C. W., Co. Richmond. Station on the G. T. R. This is the Station for St. Francis Mills. Population about 40.

BRONTE, C. W., Co. Halton, Tp. Trafalgar. A Station on the G. W. R. 13 miles from Hamilton. Population about 500.

BROOKE, C. W. A Tp., Co. Lambton. Go to Glencoe on G. W. R.

**BROOKLIN**, C. W., Co. Ontario, Tp. Whitby. Go to Whitby or Oshawa on G. T. R. Population about 600.

BROUGHAM, C. W., Co. Ontario, Tp. Pickering. Go to Duffin's Creek or Whitby (as the main Station) on the G. T. R. Population about 150.

BROUGHAM, C. W. A Tp. in Co. Renfrew. See Mount St. Patrick.

BROUGHTON, C. E. A Tp., Co. Megantic. Go to Somerset on the G. T. R. Population about 800.

BROWNSBURG, C. E., Co. Argenteuil. On North Shore of Lower Ottawa. May be reached from Montreal by Steamer. Population about 100.

BROWN'S CORNERS, C. E. A Post-office in Pickering Tp., which see.

BROWNSVILLE, C. W., Co. Oxford, Tp. Dereham. Go to Ingersoll by the G. W. R. Population about 150.

BRUCE, C. W. A Tp. in County of same name. Go to Guelph, thence North by Stage from Guelph Station G. T. R. for Saugeen District.

BRUCEFIELD, C. W., Co. Huron, Tp. Stanley. Near Goderich. Go to Stratford Terminus of G. T. R. Population about 200.

BRUCE MINES, C. W. On Lake Huron. There is a Post-office, and in Summer a Steamer from Collingwood from the Terminus of the Ontario, Simcoe and Huron Railway, from Toronto for the Sault St. Marie. Population about 500.

BUCKINGHAM, C. E. A Tp. on North Shore of Ottawa River, Co. Ottawa. Nearest Station, Ottawa City, connected by Branch Railway from Prescott with G. T. R. Also a landing on Ottawa River. 17 miles from landing. Approached by Steamer. Population about 250.

**BURFORD**, C. W. A Tp. in Co. Brant. Go to Princeton, a Station on the G. W. R. About 7 miles west of Paris.

BURGESSVILLE, C. W., Co. Oxford, Tp. Norwich. Try Woodstock on the G. W. R.

BURNBRAE, C. W., Co. Northumberland, Tp. Seymour. North of Belleville, a Main Station on G. T. R.

BURNSTOWN, C. W., Co. Renfrew, Tp. McNab. Reached by Ottawa City, which is connected with G. T. R., at Prescott, by way of Upper Ottawa Steamers from Aylmer East, which see.

BURRITT'S RAPIDS, C. W., Co. Carleton, Tp. Marlborough. Go to Oxford, a Station on the Prescott and Ottawa Branch Railway, from the G. T. R., at Prescott, or Kingston, thence by the Rideau Canal Steamers through Smith's Falls, etc.

BURY, C. E. A Tp. in Compton. For Post-office, etc., see Robinson.

BUTE, C. E., Co. Megantic, Tp. Somerset. Go to Somerset on G. T. R. Population about 100.

BUTTONVILLE, C. W. See Markham. Population about 50.

BUXTON, C. W., Co. Kent, Tp. Raleigh. Go to Chatham on the G. W. R. Population about 500.

BYRON, C. W., Co. Middlesex, Tp. Westminster. Go to London on the G. W. R.

## C

CACOUNA, C. E., Co. Temiscouata. On South Shore of Lower St. Lawrence. The Saguenay Steamers touch here during summer, to and from Quebec, St. Thomas; the Eastern Terminus of the G. T. R., below Quebec, is the nearest Railway point.

CÆSAREA, C. W., Co. Durham, Tp. Cartwright. North of Bowmanville. Go to Bowmanville on the G. T. R., Montreal and Toronto Section.

CAINSVILLE, C. W., Co. Brant, Tp. East Brantford. A Station on the Buffalo and Lake Huron Railway, 9 miles from Paris Junction.

CAINTOWN, C. W., Co. Leeds, Tp. Yonge. Go to Mallory Town on G. T. R., Montreal and Toronto Section.

CAISTOR, C. W.; CAISTORVILLE, C. W., Co. Lincoln, Tp. Caistor. Go to Beamsville on the G. W. R., Hamilton and Niagara District, or to Cook's Station, on the Buffalo and Lake Huron Railway.

CALAHOGIE, C. W., Co. Renfrew. A new Post-office.

CALEDON, C. W. A Tp. in Co. Peel. Go to Brampton or Georgetown, both Stations on the G. T. R., Toronto and Stratford Section.

CALEDON EAST, C. W. A village in Caledon township, which see.

CALEDONIA, C. W. A Station on the Buffalo and Lake Huron Railway, 24 miles from Paris Junction. See Canboro'.

CALEDONIA FLATS, C. W. CALEDONIA SPRINGS, C. W., Co. Prescott, Tp. Caledonia. Go to Lancaster Station on G. T. R., Montreal and Toronto Section.

CALUMET ISLAND, C. E., Co. Pontiac. An Island on Upper Ottawa River. See Aylmer East, for Railway and Steamer connection.

CAMBRAY, C. W., Co. Victoria, Tp. Fenelon. Go to Port Hope by G. T. R., Montreal and Toronto Section, and thence to Lindsay, by way of Omemee.

CAMBRIDGE. See Casselman.

CAMDEN EAST, C. W. A Tp. in Co. Addington. Go to Napanee, a Station on the G. T. R., Montreal and Toronto Section.

CAMPBELLFORD, C. W., Co. Northumberland, Tp. Seymour. Go to Belleville, on the G. T. R., or to Trenton, on same Railway Section. Population about 175.

CAMPBELL'S CROSS, a Tp. of Chinguacousy, Co. Peel, near Brampton, which see. Population about 200.

CAMPBELLVILLE, C. W., Co. Halton, Tp. Nassagaweya. Go to Rockwood on the G. T. R. Population about 200.

CANBORO, C. W. A Tp. in Haldimand. Go to Caledonia, a Station on the Buffalo and Lake Huron Railway.

CANFIELD, C. W., Co. Haldimand, Tp. Cayuga. Station on the Buffalo and Lake Huron Railway, for the Town of Cayuga, about 36 miles from Paris Junction. Population about 50.

CANESTOGA, C. W., Co. Waterloo, Tp. Woolwich. Go to Berlin on the G. T. R.

CANNIFTON, C. W., Co. Hastings, Tp. Thurlow. Make for Belleville on the G. T. R. Population about 900.

CANNING, C. W., Co. Oxford, Tp. Blenheim. Go to Princeton or Paris on the G. W. R. Population about 250.

CANNINGTON, C. W., Co. Ontario, Tp. Brock. North of any Railway Station; Whitby on the G. T. R. is the nearest point at present. Population about 150.

CANTON, C. W., Co. Durham, Tp. Hope. Omemee on the Port Hope and Lindsay, connected with the G. T. R. at Port Hope, the nearest Railway point. Population about 200.

CAPE COVE, C. E, Co. Gaspè, Tp. Percè. On the Entrance of the Gulf of St. Lawrence, below Gaspè Bay, reached by trading vessels. Population about 400.

CAPE RICH, C. W., Co. Grey, Tp. St. Vincent. The Steamer from Collingwood (which see) touches there daily. Population about 100.

CAPE ST. IGNACE, C. E., Co. Montmagny. Go to St. Thomas on the G. T. R., present Eastern Terminus Quebec. Population about 2800.

CAPE SANTE, C. E., Co. Portneuf, Tp. Portneuf. Below Three Rivers on the north shore of St. Lawrence River, between Montreal and Quebec, and reached by Steamers on that route.

CARILLON, C. E., Co. Argenteuil, Tp. Chatham, on the East shore of Lower Ottawa River, reached by Steamer from Montreal and Ottawa City. Population about 250.

CARLETON, C. E., Co. Bonaventure, Tp. Carleton. On the Bay of Challeurs, opposite New Brunswick Coast; traders from Quebec. Population about 1000.

CARLETON PLACE, C. W., Co. Lanark, Tp. Beckwith, will be bisected by Brockville and Arnprior Railway. Go to Perth, connected with Brockville, a Main Station on the G. T. R. Population about 600.

CARLINGFORD, C. W., Co. Perth, Tp. Fullarton. Go to Stratford Terminus of the G. T. R. Population about 50.

CARLISLE, C. W., Co. Wentworth, Tp. East Flamboro. Flamboro is a Station on the G. W. R., near Hamilton. Hamilton and Windsor Section. Population about 150.

CARLOW, C. W., Co. Huron, Tp. Colborne. Go to Stratford Terminus of the G. T. R. Population about 100.

CARLUKE, C. W., Co. Wentworth, Tp. Ancaster. Go to Dundas on the G. W. R.

CARRADOC, C. W. A Tp. in Middlesex Co. See Mount St. Brydges and Strathroy, etc.

CARP, C. W., Co. Carleton, Tp. Huntley, near south shore of River Ottawa, above Ottawa City. Population about 100.

CARRONBROOKE, C. W., Co. Perth, Tp. Logan, on line of Buffalo and Lake Huron Extension to Goderich. Population about 100.

CARTHAGE, C. W., Co. Perth, Tp. Mornington. Lies north-east of Stratford, which may be reached by Buffalo and Lake Huron Railway, or G. T. R.

CARTWRIGHT, C. W. A Tp. in Co. Durham. Situate north of Bowmanville on the G. T. R., Montreal and Toronto Section.

CASHEL, C. W., Co. York, Tp. Markham. Reached by Stage from Scarboro' Station, on the G. T. R., or by Stage from Toronto daily. Population about 80.

CASHMERE, C. W., Co. Middlesex, Tp. Mosa. Go to Glencoe on the G. W. R. Also called Canton. Population about 100.

CASSELMAN, C. W., Co. Russell, Tp. Cambridge. Go to Dickinson's Landing, on the G. T. R. Cambridge Township lies north.

CASTLE BAR, C. E., Co. Arthabaska. Go to Arthabaska, on the G. T. R. Population about 100.

CASTLEFORD, C. W., Co. Renfrew, Tp. Horton, on the south shore of Upper Ottawa River, in neighbourhood of Ottawa and Opeongo Road. See Aylmer East, for best route.

CASTLEMORE, C. W., Co. Peel, Tp. Gore of Toronto. Go to Weston or Malton, on the G. T. R. (first Stations out of Toronto).

CASTLETON, C. W., Co. Northumberland, Tp. Cramahe. Go to Brighton, on the G. T. R. Population about 600.

CAUGHNAWAGA, C. E., Co. Laprairie, Tp. Salt St. Louis, on south shore of St. Lawrence, opposite Montreal, near Terminus of Champlain and St. Lawrence Railway. An Indian Village, 9 miles from Montreal. Population about 1200.

CATCHCART, C. W., Co. Brant, Tp. Burford. Go to Brantford, on the Buffalo and Lake Huron, or Princeton, on the G. W. R.

CAVAGNOIL, C. E., Co. Vandreuil. Go to Vandreuil Station, on G. T. R. Population about 500.

CAVAN, C. W. A Tp. in Co. Durham, north of Port Hope, on line of Lindsay Railway, connected at Port Hope with G. T. R. Population about 250.

**CAYUGA**, C. W. A Tp. in Co. Haldimand. Canfield is the Station frequented, on the Buffalo and Lake Huron Railway. Population about 700.

CEDARGROVE, C. W., Co. York, Tp. Markham. Go to Scarborough, on the G. T. R. Population about 100.

CENTRE AUGUSTA. See Augusta.

CENTREVILLE, C. W., Co. Addington, Tp. Camden East. Go to Napanee, on the G. T. R. Population about 300.

CHAMBLY, C. E., Co. Chambly, Tp. West Chambly, near Longueil, the Canada Terminus of the G. T. R. Population about 600.

CHAMPLAIN, C. E., Co. and Tp. at the head of Lake Champlain, near the Boundary. Go to Moer's

Junction, 47 miles from Montreal, on the Montreal and Pattsburg Line of Rail. Population about 2000.

CHARLESBOURG, C. E., Co. Quebec, on North Shore of St. Lawrence. Go by St. Lawrence Steamers to Quebec, or by Rail to Point Levi, on the G. T. R. Population about 2500.

CHARLESTON, C. W., Co., Leeds, Tp. Escott. Go to Landsdowne, by G. T. R.

CHARLEVILLE, Co. Grenville, Tp. Augusta. Go to Prescott, on the G. T. R. Population about 100.

CHARLOTTENBURG, C. W. A Tp. in Glengary Co., but not a Post-office, skirted by the G. T. R., and containing Summerstown, Martintown, and St. Raphael West, Villages with Post-offices, which see.

CHARLOTTEVILLE, C. W. A Tp. in Norfolk Co., but not a Post-office, on Lake Erie, with Forrestville, Normandale, and Silver Hill Villages, and Post-offices within it. Refer to either.

CHATEAUGUAY, C. E. A Co. on South Shore of St. Lawrence, bisected by the Champlain and St. Lawrence Railway. Go to Montreal. Population about 600.

CHATEAU RICHER, C. E., Co. Montmorenci, on North Shore of St. Lawrence, within the Island of Orleans. Go to Quebec by Steamer, or by Rail from Point Levi, G. T. R. Population about 1300.

CHATHAM EAST, C. E., Co. Argenteuil. On North-east Shore of Lower Ottawa. Reached by Steamers from Montreal and Vaudreuil, both Stations on the G. T. R. Population about 3000.

**CHATHAM WEST,** C. W., Co. Kent, Tp. Raleigh, on the G. W. R. Population about 6000.

CHATSWORTH, C. W., Co. Grey, Tp. Holland. Go to Collingwood by Ontario, Simcoe, and Huron Railway from Toronto, and thence to Owen's Sound by Canadian Steamer, or to Guelph, on the G. T. R., and thence by Stage north.

CHELSEA, C. E., Co. Ottawa, Tp. Hull. See Aylmer East. Population about 300.

CHELTENHAM, C. W., Co. Peel, Tp. Chinguacousy. Situated north between Brampton and Georgetown, both on the G. T. R. Either will do. Population about 200.

CHERRY CREEK, C. W., Co. Simcoe, Tp. Innisfil, Craigvale, or Belle Ewart, are the nearest Stations on the Ontario, Simcoe, and Huron Railway. The latter preferable. Population about 125.

CHERTSEY, C. E. A Tp. in Co. Montcalm. On North shore of St. Lawrence, on the River du lac Oudreau, about 40 miles north. This River unites with the Riviere L'Assumption, which flows into the St. Lawrence a little east of the Isle of Montreal. Go to Montreal. Population about 800.

CHESTERFIELD, C. W., Co. Oxford, Tp. Blenheim. Go to Drumbo' Station, on the Buffalo and Lake Huron. Or to Paris, the junction point of that Railway and the G. W. R.

CHICHESTER, C. E. A Tp. in Co. Pontiac. On North-west shore of River Ottawa, within Alumette Island. See Aylmer East, route to Upper Ottawa.

CHICOUTIMI, C. E. District of the Saguenay, 68 miles above the confluence of that River with the St. Lawrence, and the farthest point of steam communication up the Saguenay. The Steamer plies from Quebec. Population about 1000.

CHINGUACOUSY. A Tp. in Co. Peel, comprising the town of Brampton, Campbell's Cross, Cheltenham, which see.

**CHIPPAWA,** C. W., Co. Welland, Tp. Stamford. Is the Terminus of the Erie and Ontario Railway, connected at Niagara with the G. W. R. Population about 1200.

CHURCHVILLE, C. W., Co. Peel, Tp. Toronto. Go to Mimico or Port Credit Stations, on the G. W. R., also by Stage from General Wolfe Inn, Toronto City via Etobicoke, etc. Population about 250.

CLAREMONT, C. W., Co. Ontario, Tp. Pickering. Go to Port Union, on G. T. R., Montreal and Toronto Section.

CLARENCE, C. W. A Tp. in Co. Russell, on South shore of Ottawa, below Ottawa City, reached by Steamer from Ottawa and Montreal. See also Prescott.

CLARENCEVILLE, C. E., Co. Iberville. On East shore of River Richelieu. St. Hillaire, on the G. T. R., the nearest Station. Population about 200.

CLARENDON, C. E. and Clarendon Centre, a Tp. and Village in Co. Pontiac, on North Shore of Upper Ottawa. For steamboat, see Aylmer East. Population about 150.

CLAREVIEW, C. W., Co. Addington, Tp. Sheffield. North of Napanee; choose that Station or Kingston City, both on the G. T. R. Population about 70.

CLARKE, C. W. A Tp. in the Co. of Durham, in which is Newcastle, a Station on the G. T. R.

CLAUDE, C. W., Co. Peel.

CLEAR CREEK, C. W., Co. Norfolk, Tp. Houghton. On North Shore of Lake Erie, Port Stanley is the nearest Station now connected at London, C. W. with G. W. R.

CLEARVILLE, C. W., Co. Kent, Tp. Oxford. Go to Bothwell, on G. W. R. Population about 100.

CLIFFORD, C. W., Co. Wellington, Tp. Minto. Go to Guelph, on the G. T. R. Stage communication from Guelph.

CLIFTON, C. W., Co. Welland, Tp. Stamford. Go to Clifton House Station, on the Erie and Ontario Railway, connecting with the G. W. R. at Suspension Bridge. Population about 1000.

CLINTON, C. W., a Tp. in Lincoln Co., but no Post-office, for which see Beamsville.

CLINTON, C. W., Co. Huron, Tp. Tuckersmith. Go to Stratford by the Buffalo and Lake Huron, on G. T. R. Section, and take Goderich stage, which passes near.

CLOVER HILL, Co. Simcoe, Tp. Essa. See Essa West.

CLUNAS, C. W., Co. Elgin, Tp. Dorchester, South. Go to London or Ingersoll, as the best frequented Stations, if not the nearest, both on the G. W. R.

**COATEICOOK,** C. E., Co. Stanstead; a Telegraph Station on the G. T. R. Population about 300.

COBDEN, C. W., Co. Renfrew, Tp. Ross. On south bank of Upper Ottawa River. On line of Brockville and Arnprior Extension. See Aylmer East for Upper Ottawa route. Population about 75.

**COBOURG,** C. W., Co. Northumberland, Tp. Hamilton. A large town, and main and Telegraph Station, on G. T. R., connecting point for Peterborough Branch Railway. Population about 7000.

CODRINGTON, C. W., Co. Northumberland, Tp. Brighton. Go to Brighton, a Station on the G. T. R. Population about 75.

COLBORNE, a Tp. in the Co. of Huron, but no Post-office, comprising the following villages, with Post-offices, which see, viz.: Auburn, Benmuller, Carlow.

COLBORNE, C. W., Co. Northumberland, Tp. Cramahe. A Station on the G. T. R., 14 miles east of Cobourg. Population about 1100.

COLCHESTER, C. W., a Tp. in Essex Co., on the shore of Lake Erie. By way of Detroit River, the Terminus of the G. W. R., at Windsor, may be readily reached.

COLDSPRINGS, C. W., Co. Northumberland, Tp. Hamilton. Go to Cobourg on the G. T. R., and thence by the Peterborough Branch. Population about 1200.

COLDSTREAM, C. W., Co. Middlesex, Tp. Lobo, in which is Komoka, a Station of the G. W. R.

COLDWATER, C. W., Co. Simcoe, Tp. Medonte. In summer go to Belle Ewart, and thence by Steamer to Orillia, 14 miles distant. In winter go to Barrie; Belle Ewart and Barrie are on the Ontario, Simcoe and Huron Rail, from Toronto.

COLEBROOK, C. W., Co. Addington, Tp. Camden East; the Railway Station is Napanee, on the G. T. R. Population about 125.

COLERAINE, C. W., Co. Peel, Tp. Toronto Gore. Go to Mimico or Port Credit, on the G. W. R. Population about 50.

COLINVILLE, C. W., Co. Lambton, Tp. Moore, in the Port Sarnia District, London being the nearest Rail Station on the G. W. R.

COLLINGWOOD, C. W., Co. Simcoe, Tp. Nottawasaga. Terminus of the Ontario, Simcoe and Huron Railway, 97 miles from Toronto. Population about 2000.

COLLINGWOOD, C. W. A Tp. in Simcoe Co., west of Nottawasaga. Not a Post-office of itself, but comprising Craigleith, which see.

COLLIN'S BAY, C. W., Co. Frontenac, Tp. Kingston. A Station on the G. T. R., 7 miles west of Kingston. Population about 100.

COLUMBUS, C. W., Co. Ontario, Tp. Whitby. Go to Whitby on the G. T. R. Population about 350.

COMBER, C. W., Co. Essex, Tp. Tilbury West. Go to Baptiste Creek, on the G. W. R. Population about 50.

COMER'S MILLS, C. W., Co. Addington, Tp. Ernestown. Go to Ernestown or Napanee, on the G. T. R. Population about 200.

**COMPTON**, C. E. A Tp. and Electoral Division, and main Railway Station on the G. T. R., 110 miles from Montreal. Population about 250.

CONCORD, C. W., Co. York, Tp. Vaughan. Go to Thornhill Station, on the Ontario, Simcoe and Huron Railway, from Toronto.

CONRY, C. W., Co. Perth, Tp. Downie. Go to Stratford on the G. T. R.

CONSECON, C. W., Co. Prince Edward, Tp. Hillier, on Lake Ontario. Go to Murray Carrying Place. Nearest Station, Brighton, on the G. T. R., with which stages connect. Population about 500.

CONSTANCE, C. W., Co. Huron, Tp. Hullett. Go to Stratford on the G. T. R., and also the Terminus of the Buffalo and Lake Huron Rail, whence the extension to Goderich through this township will shortly be completed.

CONTRECŒUR, C. E. A Tp. in Co. Vercheres. On the south shore of the St. Lawrence, just below Montreal, where go by Rail or Steamer.

COOKSHIRE, C. E., Co. Compton, Tp. Eaton. Go to Sherbrooke on the G. T. R. Population about 200.

COOKSTOWN, C. W., Co. Simcoe, Tp. Tecumseth. Go to Holland Landing, on the Ontario, Simcoe and Huron Rail, from Toronto. Population about 150.

COOKSVILLE, C. W., Co. Peel, Tp. Toronto. Daily stage from General Wolfe Inn, City of Toronto, through Etobicoke; also stage from Port Credit Station, G. W. R. Population about 300.

COPETOWN, C. W., Co. Wentworth, Tp. Beverley. A Station on G. W. R., 11 miles west of Hamilton. Population about 200.

**CORNWALL**, C. W. County Town of Stormont. A main Station of G. T. R., 68 miles from Montreal. Population about 2500.

CORUNNA, C. W., Co. Lambton, Tp. Moore. In Port Sarnia District, on St. Clair River. Present nearest Station, London, on the G. W. R. Population about 200.

COTEAU DU LAC, C. E., Co. Soulanges. On north shore of St. Lawrence. See Coteau Landing. Population about 600.

COTEAU LANDING, C. E., Co. Soulanges. A Station on the G. T. R.

COTE DES NEIGES, C. E., Co. Hochelaga. On the Island of Montreal. To which city go by Rail or Steamer. Population about 200.

COURVAL, C. E. A Tp. in Co. Yamaska. For Post-office and route see St. Zephirim.

COVEY HILL, C. E., Co. Huntingdon, Tp. Hemmingford. On south shore of St. Lawrence, (Lake St. Francis,) nearly opposite G. T. R. Station, R. Beaudette.

COX, C. E. A Tp. in Bonaventure. For Post-office, etc., see New Carlisle.

COWANSVILLE, C. E., Co. Missisquoi, Tp. Durham. In which is the Durham Station of the G. T. R. Population about 250.

CRAIGLEITH, C. W., Co. Grey, Tp. Collingwood. See Collingwood. Population about 50.

CRAIGVALE, C. W., Co. Simcoe, Tp. Innisfil. A Station on the Ontario, Simcoe and Huron Railway. For Post-office see Innisfil.

CRANBOURNE, C. E. A Tp. in Co. Dorchester, some 30 miles south of the G. T. R. Population about 500.

CRAMAHE, C. W. A Tp. in Co. Northumberland. For Post-offices, see Castleton. For Rail Station, see Brighton.

CREDIT, C. W., Co. Peel, Tp. Toronto. Go to Port Credit, on the G. W. R.

CREEK BANK, C. W., Co. Waterloo, Tp. Woolwich. Go to Schantz, on the G. T. R., Toronto and Stratford Section. Population about 80.

CREEMORE MILLS, C. W., Co. Simcoe, Tp. Nottawasaga. See Nottawasaga. Population about 50.

CROMARTY, C. W., Co. Perth, Tp. Hibbert. Go to Stratford, G. T. R. Terminus.

CROSBY'S CORNERS, C. W., Co. York, Tp. Markham. Go to Thornhill, by daily Stage from Yonge Street, Toronto, or by Ontario, Simcoe, and Huron Railway.

CROSSHILL, C. W., Co. Waterloo, Tp. Wellesley. Go to Petersburg, on the G. T. R. Population about 60.

CROSS POINT, C. E., Co. Bonaventure, Tp. Restigouche. On borders of New Brunswick, near Bay of Chaleurs. On the proposed line of Rail connecting the Grand Trunk Rail with Halifax. Population about 300.

CROTON, C. W., Co. Kent, Tp. Camden. 20 miles from Chatham, on the G. W. R. Also called Johnston's Corners. Population about 50.

CROTON, C. W., Co. Norfolk, Tp. Middleton. 12 miles from Simcoe, and 37 miles from Brantford.

CROWLAND, C. W. A Tp. in Co. Welland. Go to Port Colborne, on the Buffalo and Lake Huron Railway.

CROWN LANDS. See Government Lands for Sale.

CROYDON, C. W., Co. Addington, Tp. Camden East. Go to Napanee, on the G. T. R. Population about 100.

CULROSS. A Tp. in Co. Bruce. For Post-offices, etc., see Teeswater.

CULLODEN, C. W., Co. Oxford, Tp. Dereham. Go to Ingersoll, on the G. W. R. Population about 150.

CUMBERLAND. A Tp. in Co. Russell. For Post-office, etc., see Bear Brook.

CUMMINSVILLE, C. W., Co. Halton, Tp. Nelson. Go to Wellington Square, on the G. W. R. Population about 150.

CUMNOCK, C. W., Co. Wellington, Tp. Nichol. Go to Guelph, on the G. T. R.

CUMBERLAND, C. W., Co. Russell. 17 miles inland from landing of same name on Ottawa River, where Steamer calls. Population about 250.

## D.

DAILLEBOUT, C. E., Co. Joillette, Tp. De Ramsay. On North Shore of St. Lawrence, in the St. Maurice District, near the head of the Assumption River, which flows into the St. Lawrence, near the Isle of Montreal. Go to Montreal. Population about 1800.

DAILLEVILLE, C. E., Co. Argenteuil. Rear of Chatham Tp. On Lower Ottawa District. North-east Shore of that River. Steamers from Montreal touch at front of Chatham. Population about 100.

DALHOUSIE, C. W. A Tp. in Co. Lanark. For Post-office, etc., see McDonald's Corners.

DALHOUSIE MILLS, C. W., Co. Glengary, Tp. Lochiel. Go to Lancaster, on G. T. R. Population about 150.

DANVILLE, C. E., Co. Richmond, Tp. Shipton. Richmond Junction of the G. T. R. is in Shipton Township. Population about 250.

DARLING, C. W. A Tp. in Co. Lanark. For Post-office, etc., see Tatlock.

DARLINGTON, C. W. A Tp. in Co. Durham. For Post-office and Railway Station, see Bowmanville.

DARTFORD, C. W., Co. Northumberland, Tp. Percy. Go to Harwood or Gore's Landing, on Peterborough Branch from Cobourg, on the G. T. R., thence by Passage Boat on Rice Lake to Dartford. Population about 75.

DAWN, C. W. A Tp. in Co. Lambton. For Post-office and Station, see Croton.

DAWN MILLS, C. W., Co. Kent, Tp. Gore of Camden. Try Thamesville, on the G. W. R. Population about 200.

DE'AUTEUIL, C. E. A Tp. in Co. Portneuf. For Post-office, see Ecureuils.

DEALTOWN, C. W., Co. Kent, Tp. Raleigh. Go to Chatham, on the G. W. R. Population about 50.

DECEWSVILLE, C. W., Co. Haldimand, Tp. Cayuga. Go to Canfield, on the Buffalo and Lake Huron R. Population about 100.

DELAWARE, C. W. A Tp. in Co. Middlesex. London is the main point, or Komoka, both on the G. W. R. Population about 250.

DELTA, C. W., Co. Leeds, Tp. Bastard. Go to Landsdowne, on the G. T. R. Population about 250.

DELHI, C. W., Co. Norfolk, Tp. Middleton. Lies South of the G. W. R., Brantford and London are about equi-distant.

DELERY. A Tp. on River Richelieu. See Napierville for Post-office, etc.

DEMORESTVILLE, C. W., Co. Prince Edward, Tp. Sophiasburg. Situated on the Bay of Quinte. Kingston from the East, and Belleville from the West, are the nearest Stations, both on the G. T. R. The Bay of Quinte Steamers touch daily at all Ports within the Bay. Population about 300.

DENISTON, C. W., Co. Frontenac, Tp. Hinchinbrooke.

Situated North above Portland. Go to Kingston, on the G. T. R. At which also all Lake Ontario and St. Lawrence Steamers touch.

DERAMSAY, C. E. A Tp. in Bagot Co. See St. Simon de Yamaska.

DERAMSAY, C. E., Co. Joliette. See Daillebout.

DERBY, C. W. A Tp. in Co. Grey. See Kilsyth, for Post-office, etc.

**DEREHAM.** A Tp. in Co. Oxford, C. W., South of Ingersoll, a Station on the G. W. R.

DERRY WEST, C. W., Co. Peel, Tp. Toronto. Try Port Credit, on the G. W. R. Population about 100.

DESCHAMBAULT, C. E. Tp. in Co. Portneuf. On the North Shore of St. Lawrence. See De Auteuil or Les Ecureuils. Population about 1800.

DEVON, C. W., Co. Huron, Tp. Usborne. Go to Stratford, on the G. T. R.

DEWITTVILLE, C. E., Co. Huntingdon. On the South Shore of St. Lawrence, opposite Coteau Landing, a Station on the G. T. R. Population about 200.

DICKENSON'S LANDING, C. W., Co. Stormont, Tp. Osnabruck. A Station on the G. T. R. 77 miles from Montreal. Population about 500.

DINGLE, C. W., Co. Bruce, Tp. Huron. Go to Stratford, from thence the Buffalo and Lake Huron Extension to Goderich will assist.

DIXON'S CORNERS, C. W., Co. Dundas, Tp. Matilda, in which is Matilda Station, on the G. T. R.

DONEGAL, C. W., Co. Perth, Tp. Elma. Go to Stratford Terminus of the G. T. R.

DOON, C. W., Co. Waterloo, Tp. Waterloo. Go to Petersburg, on the G. T. R.

DORCHESTER NORTH, C. W. A Tp. in Co. Middlesex. Go to Edwardsburg, on the G. W. R.

DORCHESTER SOUTH, C. W. A Tp. in Co. Elgin. For Post-offices, etc., see Belmont, Clunas, etc.

DOUGHERTY, C. W., Co. Perth, Tp. N. E. Hope. Go to Stratford Terminus of the G. T. R.

DOUGLAS, C. W., Co. Renfrew, Tp. Bromley. On Ottawa Upper District, on South Shore of the River. See Aylmer East. Population about 126.

DOUGLAS, C. E. See Douglas Town, for Post-office, etc. Population about 300.

DOUGLAS TOWN, C. E., Co. Gaspe, Tp. Douglas. On South Shore of St. Lawrence, as it flows into the Gulf—communication by trading vessels. Population about 300.

DOWNEYVILLE, C. W., Co. Victoria, Tp. Emily. Go to Port Hope, on the G. T. R., and thence by Port Hope and Lindsay Rail, now open as far as Omemee. Population about 100.

DOWNIE, C. W. A Tp. in Co. Perth. For Post-office, see Avon Bank, Sebringville.

DRAYTON, C. W., Co. Wellington, Tp. Peel. Go to Guelph, on the G. T. R. Popnlation about 150.

DRESDEN, C. W., Co. Kent, Tp. Gore of Camden. Go to Thamesville, on the G. W. R. Population about 300.

DREW'S MILLS, C. E., Co. Stanstead. Go to Coaticook in same Township, a Station on the G. T. R. Population about 50.

DRUMBO, C. W., Co. Oxford, Tp. Blenheim. A Station on the Buffalo and Lake Huron Railway, 9 miles north-west of Paris Junction.

DRUMMOND, C. W. A Tp. in Lanark Co. See Perth for Post-office, etc.

DRUMMONDVILLE EAST, C. E., Co. Drummond, Tp. Grantham. Go to Acton or Upton, on G. T. R. Population about 350.

**DRUMMONDVILLE,** WEST, C. W., Co. Welland, Tp. Stamford. Go to Stamford, on the Erie and Lake Ontario Railway, from Suspension Bridge on G. W. R. Population about 700.

DUART, C. W., Co. Kent. A new Post-office.

DUDSWELL, C. E. A Tp. in Wolfe Co. Go to Windsor, on the G. T. R. Population about 100.

DUMONTIER, C. E. A Tp. on North Shore of Lake St. Peter. For Post-office, etc., see St. Leon.

DUMMER, C. W. A Tp. in Peterboro' Co. For Post-office, see Warsaw.

DUMFRIES NORTH, C. W. A Tp. in Co. Brant. For Villages, Towns, and Post-offices within it, see Ayr, Galt, Glenmorris, Ronville.

DUMFRIES SOUTH, C. W. A Tp. in East Riding of Co. Brant. For Towns, Post-offices, etc., see Branchtown, Harrisburg, Paris, St. George, Brant.

DUNANY, C. E., Co. Argenteuil, Tp. Wentworth. On North-east Shore of Lower Ottawa River, Steamers pass from Montreal.

DUNBAR, C. W., Co. Dundas, Tp. Williamsburg. Go to Williamsburg, Station on the G. T. R. Population about 100.

DUNBARTON, C. W., Co. Ontario, Tp. Pickering. Try Frenchman's Bay, on G. T. R. Population about 70.

DUNDALK, C. W., Co. Grey, Tp. Melancthon. Brampton, on the G. T. R., is the most frequented Station in that District. Population about 100.

DUNDAS, C. W., Co. Wentworth, Tp. West Flamboro. A Station on the G. W. R., 5 miles from Hamilton. Population about 2500.

DUNDEE, C. E., Co. Huntingdon, Tp. Godmanchester. On South Shore of River St. Lawrence, opposite Coteau Landing, on the G. T. R. Population about 125.

DUNHAM, C. E. A Tp. in Co. Missisquoi. Try Coaticook, on the G. T. R., other Stations may be equidistant, such as Acton, Durham, etc., to the northward.

**DUNNVILLE,** C. W., Co. Haldimand, Tp. Moulton. A Station on Buffalo and Lake Huron Railway, 45 miles south of Paris Junction. Population about 1500.

DUNWICH, C. W. A Tp. in Co. Elgin. For Post-offices, Villages, etc., see Iona, Largie, Port Talbotville, Tyrconnel.

DURHAM, C. E., Co. Drummond. A Station on the G. T. R., 10 miles from Richmond Junction. Population about 200.

## E

EARDLEY, C. E. A Tp. in Ottawa Co.; fronting the North Shore of River Ottawa, above Hull Tp. See Aylmer East.

EAST CLIFTON, C. E. A Tp. in Co. Compton. Go to Compton Station, G. T. R.

EAST FARNHAM, C. E. A Tp. in Co. Brome. Ascott and Compton Stations of the G. T. R. are equidistant.

EAST FRAMPTON, C. E. A Tp. in Co. Dorchester. Becancour Station on the G. T. R. is nearest Rail point.

EAST GLENELG, C. W. A Tp. in Co. Grey. Go to Guelph on the G. T. R., thence by stage on Owen Sound route.

EAST HAWKESBURG, C. W. A Tp. in Co. Prescott, fronting the South Shore of River Ottawa, and passed by steamers between Montreal and Ottawa.

EAST HEREFORD, C. E. A Tp. in Compton. Go to Coaticook on the G. T. R.

EAST HOLLAND, C. W., Co. Grey, Tp. Holland. Go to Collingwood by Ontario, Simcoe and Huron Rail from Toronto, and thence to Owen Sound by Canadian Steamer.

EASTON'S CORNERS, C. W., Co. Grenville, Tp. Wolford. Go to Brockville on the G. T. R., and thence by stage on Perth route. Population about 100.

EAST NISSOURI, C. W. A Tp. in Co. Oxford. For Post-office, etc., see Lakeside.

EAST ORO, C. W., Co. Simcoe, Tp. Oro, fronting West Shore of Lake Simcoe. Go to Barrie by the Ontario, Simcoe and Huron Railway from Toronto.

EAST WILLIAMSBURG, C. W., Co. Dundas. A Tp. and Station on the G. T. R. Usually called Williamsburg—which see.

EAST WOOD, C. W., Co. Oxford, Tp. South Oxford. Go to Ingersoll on the G. W. R.

EATON, C. E. A Tp. in Compton. Go to Lennoxville or Waterville on the G. T. R.

EDEN, C. W., Co. Elgin, Tp. Bayham, fronting Lake Erie. Port Stanley, which see, is the nearest Railway point.

EDEN MILLS, C. W., Co. Wellington, Tp. Eramosa. Go to Rockwood on the G. T. R.

EDMONTON, C. W., Co. Peel, Tp. Chinguacousy. Go to Brampton on the G. T. R.

EDWARDSBURG, C. W. A Station on the G. W. R., (not a Post-office,) 10 miles east of London, C. W. Population about 300.

EDWARDSBURG, C. W. A Tp. in Co. Grenville. A Station on the G. T. R., 68 miles east of Kingston, C. W.

EGANVILLE, C. W., Co. Renfrew, Tp. Grattan. A back Township. The Brockville and Arnprior ex-

tension will come within 14 miles; proceed by Upper Ottawa Steamers—for which see Aylmer East. Population about 175.

EGLINGTON, C. W., Co. York, Tp. York. Five miles from Toronto City, up Yonge street. Go by Thornhill or 2d Toll Gate Omnibus.

EGMONDVILLE, C. W., Co. Huron, Tp. Tuckersmith. Go to Stratford Junction of the Buffalo and Lake Huron and G. T. R.

EGREMONT, C. W. A Tp. in Co. Grey. Go to Guelph on the G. T. R., and thence by Stage on Owen Sound Road.

EKFRID, C. W., Co. Middlesex. A Tp., and Station, and Post-office on the G. W. R., 20 miles west of London.

ELDERSLIE, C. W. A Tp. in Co. Bruce. Post-office, Paisley—which see for route, etc.

ELDON, C. W. A Tp. in Co. Victoria. Go to Port Hope on the G. T. R., and thence by Lindsay Branch Railway, partly open.

ELGIN, C. W., Co. Leeds, Tp. South Crosby. Go to Kingston City on the G. T. R. Population about 80.

ELGINBURG, C. W., Co. Frontenac, Tp. Kingston. See Elgin. Population about 130.

ELIZABETHTOWN, C. W. A Tp. in Co. Leeds. For Towns and Post-offices, see Brockville, Addison, etc.

ELLESMERE, C. W., Co. York, Tp. Scarboro'. Go to Scarboro' Station, on the G. T. R.

ELLICE, C. W. A Tp. in Co. Perth. For Post-office, etc., see Kinkora.

ELMA, C. W. A Tp. in Co. Perth. Go to Stratford Junction of the Buffalo and Lake Huron and G. T. R.

ELMGROVE, C. W., Co. Simcoe, Tp. Essa. Go to Essa Station, on Ontario, Simcoe, and Huron Railway.

**ELORA**, C. W., Co. Wellington, Tp. Pilkington. Go to Guelph by the G. T. R., whence Stages daily connect. Population about 1200.

ELY, C. E. A Tp. in Shefford. Divided into North and South Ely, which see; also see Boscobel.

EMBRO, C. W., Oxford Co., Tp. West Zorra. Go to Woodstock, on the G. W. R. Population about 500.

ELZEVIR, C. W. A Tp. in Co. Hastings. For Post-offices, etc., see Queensboro.

EMILY, C. W. A Tp. in Co. Victoria. See Lindsay.

ENNIS, C. W., Co. Lambton, Tp. Enniskillen. Go to Thamesville, on the G. W. R.

ENNISKILLEN WEST, C. W. See Ennis.

ENNISKILLEN EAST, C. W., Co. Durham, Tp. Darlington. Go to Bowmanville, on G. T. R. Population about 200.

ENTERPRISE, C. W., Co. Addington, Tp. Camden East. Go to Napanee, on the G. T. R. Population about 200.

EPSOM, C. W. A Post-office in Tp. Reach, Ontario Co., which see. Population about 150.

ERAMOSA, C. W. A Tp. in Co. Wellington. Go to Rockwood, a Station on the G. T. R.

ERIN, C. W. A Tp. in Co. Wellington. Go to Guelph, on the G. T. R. Population about 300.

ERNESTOWN, C. W. [For Post-office, see Bath.] A Tp. in Co. Addington, and a Station on the G. T. R. See also Comer's Mills and Switzerville, in same Township.

ERROL, C. W., Co. Lambton, Tp. Plympton, near Port Sarnia. Present nearest Railway point, London, on the G. W. R., and Stratford, on the Buffalo and Lake Huron and G. T. R. Population about 50.

ESHER, C. E. A Tp. on North Shore of Ottawa River, Co. Pontiac. For Post-office, see Fort William.

ESQUESING, C. W. A Tp. in Co. Halton. Go to Georgetown, on the G. T. R.

ESSA, C. W. A Tp. in Co. Simcoe. A Railway Station on Ontario, Simcoe, and Huron Rail from Toronto, with the following Post-offices and Villages, which see:—Angus, Cloverhill, West Essa, and Elmgrove.

**ETOBICOKE**, C. W. A Tp. in Co. York. Daily Stage from Toronto. Go to Mimico Station, on the G. W. R.

EUPHRASIA, C. W. A Tp. in Co. Grey. Go to Collingwood by the Ontario, Simcoe, and Huron Railway from Toronto.

EVERTON, C. W., Co. Wellington, Tp. Eramosa. Go to Rockwood, on the G. T. R. Population about 100.

EXETER, C. W., Co. Bruce, Tp. Stephen, fronting Lake Huron, adjoining Saugeen. Steam from Goderich, Detroit, and Windsor by Ploughboy, or cross by land from Owen Sound, for Steamer for Collingwood Terminus, on Ontario, Simcoe, and Huron Rail for Toronto. Population about 600.

## F.

FAIRVIEW, C. W., Co. Oxford, Tp. Zorra. Go to Woodstock, on the G. W. R.

FALKIRK, C. W., Co. Middlesex, Tp. Williams. London, on the G. W. R. is the present nearest Railway point. The Extension of the G. T. R. to Port Sarnia will bisect the Tp. of Williams.

FARMERSVILLE, C. W., Co. Leeds, Tp. Yonge. Lyn or Mallory Town, on the G. T. R., are the nearest Stations. Population about 300.

FARNHAM, C. E. See East Farnham, Adamsville, etc., for Post-offices.

FARNHAM CENTRE. See East Farnham. Farnham Centre has a Post-office. Population about 100.

FENELON, C. W. A Tp. in Co. Victoria. For Post-offices, see Cambray, Fenelon Falls.

FENELON FALLS, C. W., Co. Victoria, Tp. Fenelon. Go to Port Hope, on G. T. R., thence make for Lindsay by Railway, partly open as far as Omemee. Population about 150.

FENWICK, C. W., Co. Welland, Tp. Pelham. Go to Jordan, on the G. W. R.

**FERGUS**, C. W., Co. Wellington, Tp. Nichol. Daily Stage to and from Guelph, a main Station on the G. T. R. Population about 1000.

FERGUSON'S FALLS, C. W., Co. Lanark, Tp. Drummond. Go to Perth. Daily Stage from Brockville, a main G. T. R. Station. Extension Railway in progress.

FERRALL'S LANDING, C. W. On the South Shore of River Ottawa, near the mouth of River Bonchere. This is reached by Steamer from Aylmer East, and is the Point for the Ottawa and Opeongo Road Settlement. See Mount St. Patrick. Population about 50.

FERMOY, C. W., Co. Frontenac, Tp. Bedford. Go to Kingston City, on the G. T. R.

FINCH, C. W. A Tp. in Stormont Co. For Post-office, etc., see Berwick.

FINGAL, C. W., Co. Elgin, Tp. Southwold. Go to Port Stanley, on Lake Erie, connected with London by Branch to the G. W. R. Population about 500.

FISH CREEK, C. W., Co. Perth, Tp. Blanshard. Go to Stratford G. T. R.

FITCH BAY, C. E., Co. Stanstead. Go to Coaticook, on the G. T. R.

FITZALAN, C. E., Co. Argenteuil, Tp. Arundell. On North Shore of Lower Ottawa, near Montreal, which see.

FITZROY HARBOUR, C. W., Co. Carleton, Tp. Fitzroy. On Upper Ottawa. See Aylmer East, whence Steamers ply to and fro.

FLAMBORO EAST, C. W. A Tp. in Wentworth Co. For Post-office, see Carlisle.

FLAMBORO WEST, C. W. A Tp. in Co. Wentworth. For Post-office, etc., see Strabane.

FLINT, C. W., Co. Addington, Tp. Kaladar. The Post-office under this name, in this newly-settled District, has been discontinued. Napanee is the Station on the G. T. R. Montreal and Toronto District by which this place is reached through Newburg, 7 miles, Kellor's Corners 9 miles, Camden and Sheffield Road 1 mile, Tamworth 5 miles, which is about 14 miles from Kaladar Township, where the Addington Road Free Grants of Land commence.

FLORENCE, C. W., Co. Lambton, Tp. Euphemia. Go to Bothwell, on the G. W. R.

FLOS, C. W. A Tp. in Simcoe Co. Go to Barrie or Sunnidale, both Stations on the Ontario, Simcoe, and Huron Rail from Toronto.

FONTHILL. A Post-office in Pelham Tp., Co. Welland. See Fenwick.

FORCASTLE, C. W., Co. Ontario, Tp. Thorah. Make for Beaverton by Belle Ewart, on the Ontario, Simcoe, and Huron Railway, and thence by Steamer.

FORESTER'S FALLS, C. W., Co. Renfrew, Tp. Ross. On Upper Ottawa River. For Steamer, see Aylmer East. Population about 25.

FORESTVILLE, C. W., Co. Norfolk, Tp. Charlotteville. On shore of Lake Erie. No Railway Station can be named as adjacent. Try Port Maitland on the Buffalo and Lake Huron Line. Population about 100.

FORFAR, C. W., Co. Leeds, Tp. Bastard. Back of Lansdowne, which is a Station on the G. T. R. Population about 50.

FORT COULONGE, C. E., Co. Pontiac, Tp. Mansfield. On North Shore of Ottawa, above Calumet Island. See Aylmer East. Population about 75.

FORT ERIE, C. W., Co. Welland, Tp. Bertie. The Canadian Terminus of the Buffalo and Lake Huron Rail, opposite, and 3 miles from, Buffalo by Steamer.

FORT WILLIAM. En route for Hudson's Bay Territory, above Sault St. Marie.

FORT WILLIAM, C. E., Co. Pontiac, Tp. Esher. On North Shore of Upper Ottawa, fronting the river. For route, see Aylmer East.

FOURNIER, C. W., Co. Prescott, Tp. Plantagenet. Go to Cornwall on the G. T. R. Population about 100.

FOX RIVER, C. E., Co. Gaspe. Flows into Gaspe Bay, near Gulf of St. Lawrence. Trading vessels from Quebec. Population about 400.

FOSSAMBAULT. A Tp. in Portneuf District. On North Shore of St. Lawrence, about 20 miles west of Quebec. See St. Catherine's, C. E.

FRAMPTON, C. E. A Tp. in Dorchester Co. Go to Craig's Road on the G. T. R.

FRANKFORD, C. W., Co. Hastings, Tp. Sidney. Go to Belleville on the G. T. R. Population about 650.

FRANKTOWN, C. W., Co. Lanark, Tp. Beckwith. Back from Perth. On the line of the Brockville Extension to Arnprior. See Perth and Brockville. Population about 150.

FRANKVILLE, C. W., Co. Leeds and Grenville, Tp. Kitley. See Franktown. Population about 100.

FREDERICKSBURG, C. W., Co. Norfolk. A Tp. For Post-office, etc., see Windham.

FREDERICKSBURG, C. W., Co. Lennox. A Tp. and Post-office. Go to Ernestown on the G. T. R.

**FREE GRANTS OF LAND,** C. W. See Government Free Land and Routes.

FREELTON, C. W., Co. Wentworth, Tp. W. Flamboro'. Go to Dundas on the G. W. R. Population about 150.

FREIBURG, C. W., Co. Waterloo, Tp. Waterloo. Go to Berlin on the G. T. R. Population about 100.

FRELIGHSBURG, C. E., Co. Missisquoi, Tp. St. Armands. Near the boundary line of the States. No adjacent Station can be named. See Coaticook as approximate. Population about 300.

FRENCH VILLAGE, C. E., Co. Drummond, Tp. Kingsey. Go to Danville on the G. T. R. Population about 250.

FROST VILLAGE, C. E., in Tp. and Co. Shefford. Go to Richmond on the G. T. R., Junction of two Sections. Population about 150.

FULLARTON, C. W., a Tp. in Perth Co. Go to Stratford on the G. T. R. Population about 100.

FULTON, C. W., Co. Lincoln, Tp. Caistor. Go to Grimsby on the G. W. R.

## G

GAINSBOROUGH. A Tp. in Co. Lincoln, but no Post-office under that title. See St. Ann's, Lincoln.

**GALT,** C. W., Co. Waterloo, Tp. Dumfries. A Station on the Galt and Preston Junction of the G. W. R., joining the main line at Paris, G. W. R. Population about 3000.

**GANANOQUE,** C. W., Co. Leeds, Tp. Leeds. A Station on the G. T. R., 18 miles east of Kingston. Population, about 1,500.

GARAFRAXA, C. W. A Tp. in Co. Wellington. Go to Guelph on the G. T. R.

GARTHBY, C. E. A Tp. in Wolfe. Go to Danville on the G. T. R.

GASPE BASIN, C. E. On South Shore of the St. Lawrence, near the Gulf. Traders from Quebec. Population about 550.

GENTILLY, C. E. A Tp. in Nicolet. Fronting the South Shore of the St. Lawrence, about 5 miles below Three Rivers, (on the opposite shore,) where the Quebec and Montreal Steamers touch. Population about 600.

**GEORGETOWN,** C. W., Co. Halton, Tp. Esquesing. A Station on the G. T. R. Population about 1200.

GEORGEVILLE, C. E. A Tp. in Stanstead. Go to Coaticooke or Compton, on the G. T. R. On the Magog Lake with Steamer plying to Newport. Population about 250.

GEORGINA, C. W. A Tp. in Co. York, fronting Lake Simcoe. Go to Holland Landing on the Ontario, Simcoe, and Huron Rail from Toronto.

GILBERT'S MILLS, C. W., Co. Prince Edward, Tp. Sophiasburg. Go to Belleville for down, and to Kingston for up, Steamers plying on the Bay of Quinté. Belleville and Kingston are both Stations on the G. T. R., Montreal and Toronto Section.

GLANFORD, C. W. A Tp. in Co. Wentworth. Go to Onondaga, on the Buffalo and Lake Huron, or to Ontario, on the G. W. R.

GLENCOE, C. W., Co. Middlesex, Tp. Ekfrid. A Station on the G. W. R. Population about 150.

GLENELG, C. W. A Tp. in Co. Grey. Go to Guelph, on the G. T. R., Toronto and Stratford Section, thence by O'Neil's Owen Sound Stages.

GLENLOYD, C. E., Co. Megantic, Tp. Inverness. Go to Somerset, on the G. T. R.

GLENLYON, C. W., Co. Bruce, Tp. Carrick. Go to Guelph as for Glenelg, which see. Population about 40.

GLEN MORRIS, C. W., Co. Brant, Tp. Dumfries. Go to Paris Junction of Galt and Preston G. W. R., and Buffalo and Lake Huron Railway. Population about 100.

GLEN WILLIAM, C. W., Co. Halton, Tp. Esquesing. Go to Georgetown, on the G. T. R. Population about 350.

GLOUCESTER, C. W. A Tp. in Co. Carleton. (Not a Post-office.) A Station near Ottawa City, on the Ottawa and Prescott Railway.

GOBLE'S CORNERS, C. W., Co. Oxford, Tp. Blenheim. Go to Drumbo, on the Buffalo and Lake Huron, or Paris Junction of G. W. R.

**GODERICH,** C. W. A Tp. in Co. Huron. See notice elsewhere. Population about 4000.

GODMANCHESTER, C. E. A Tp. in Huntingdon, fronting South Shore of the St. Lawrence. In and near which are the following Villages and Post-offices, viz.: Dundee, Aniset, Huntingdon, and La Guerre, which see.

GOLDEN CREEK, C. W., Co. Lambton, Tp. Bosanquet, fronting Lake Huron. In Port Sarnia District. At present go to Stratford by G. T. R.

GOODWOOD, C. W., Co. Ontario, Tp. Uxbridge. Go to Stouffville by Stage from Toronto City daily, at 2 P. M., or to Scarboro', on the G. T. R., Montreal and Toronto Section. Population about 100.

GORE, C. E. A Tp. in Argenteuil. (Not a Post-office.) See Lakefield. Population about 1000.

GORE OF TORONTO, C. W. A Tp. in Co. Peel. See Castlemore, Coleraine, Richview, and Tullamore.

GORE'S LANDING, C. W., Co. Northumberland, Tp. Hamilton. A Station on the Cobourg and Peterboro' Railway. From Cobourg on the G. T. R. Population about 50.

GORMLEY'S, C. W., Co. York, Tp. Markham. Go by Stouffville Stage from Toronto City daily, at 2.30 P. M.

GORRIE, C. W., Co. Huron. A new Post-office.

GOSFIELD, C. W. A Tp. in Co. Essex, fronting Lake Erie. Go by G. W. R. to Baptiste Creek.

GOSPORT, C. W., Co. Lennox, Tp. Adolphustown, fronting Bay of Quinte. Go to Ernestown, on the G. T. R.

GOULBURN. A Tp. in Co. Carleton. For Post-office, etc., see Ashton.

GOULD, C. E., Co. Compton, Tp. Lingwick. Go to Windsor or Sherbrooke, on the G. T. R. Population about 100.

GOUROCK, C. W., Co. Wellington, Tp. Guelph. Guelph is a Main Station on the G. T. R.

GOWER POINT, C. W., Co. Renfrew, Tp. Westmeath, fronting Upper Ottawa Shore. For Route see Aylmer East.

GRAHAMSVILLE, C. W., Co. Peel, Tp. Chinguacousy. In which is Brampton, a Main Station on the G. T. R. Population about 150.

**GRANBY,** C. E. In Co. Shefford. In Southern portion of Shefford. Try Upton, on the G. T. R. Population about 400.

GRANDE BAIE, C. E., Co. Chicoutimi, Tp. Bagot. Is reached in Summer by Steamers from Quebec. Population about 750.

GRAND GREVE, C. E., Co. Gaspe. Within Gaspe Bay. Steamers to Shediac and Traders from Quebec afford means of transit.

GRANDE LIGNE, C. E. Query, on Lake St. John's, above Chicoutimi.

GRAND RIVER, C. E., Co. Gaspe. Near St. Michel. On Gulf of St. Lawrence, into which it flows. Gives names to a Post-office and Settlement. Population about 1450.

GRANTHAM. A Tp. in Lincoln Co. For Towns, Villages, and Post-offices, see Drummondville, Port Dalhousie, and St. Catharine's, West.

GRATTAN, C. W. A Tp. in Co. Renfrew. For Post-offices, see Eganville, Headville; see also Crown Lands and Free Grants.

GREENBANK, C. W., Co. Ontario, Tp. Reach. Go to Whitby, on the G. T. R.

GREENBUSH, Co. Leeds. A Post-office. See Brockville. Population about 70.

GREENOCK, C. W. A Tp. in Co. Bruce. Go to Guelph, thence by Saugeen Road. Guelph is on G. T. R.

GREEN POINT, C. W., Co. Prince Edward. See Sophiasburg.

GREENSVILLE, C. W., Co. Wentworth, Tp. West Flamboro'. Go to Dundas, on the G. W. R.

GREENWOOD, C. W., Co. Ontario, Tp. Pickering, which see. Population about 300.

GRENVILLE, C. E. A Tp. in Argenteuil. On Lower Ottawa River, near Junction with St. Lawrence. Go to Vandreuil, on the G. T. R., Section, or to Montreal City for Steamer. Population about 700.

GREY, C. W. A Tp. in Co. Huron. For Route, see Greenock above.

GRIERSVILLE, C. W., Co. Grey, Tp. St. Vincent. Go to Meaford by Canadian Steamer from Collingwood, by Ontario, Simcoe, and Huron Railway from Toronto. Population about 50.

**GRIMSBY**, C. W., Co. Lincoln. A Tp. and Station on the G. W. R. Section. Population about 1000.

GRONDINES, C. E. A Tp. in Co. Portneuf. On North Shore of St. Lawrence, between Three Rivers and Quebec, at which the Steamers and Traders touch. Population about 1400.

GROVESEND, C. W., Co. Elgin, Tp. Malahide, fronting Lake Erie. Go to London and to Port Stanley by Branch Railway. London is on G. W. R.

**GUELPH**, C. W., Co. Wellington. A Town, Township, and Main Station, with Telegraph, on G. T. R. Toronto and Stratford Section. From Toronto 47, and Hamilton 30 miles. Population about 5000.

GUYSBORO', C. W., Co. Norfolk, Tp. Houghton, fronting Lake Erie. Port Sarnia is nearest Railway point which is connected with G. W. R. at London.

GWILLIMBURY WEST, C. W. A Tp. in Simcoe (South). See Bradford.

GWILLIMBURY EAST, C. W. A Tp in York. See Holland Landing, Newland, Queensville, and Sharon.

GWILLIMBURY NORTH, C. W. A Tp. in York, fronting Lake Simcoe. See Keswick.

## H.

HAGERSVILLE, C. W., Co. Haldimand, Tp. Oneida. Try Middleport, on the Buffalo and Lake Huron Railway.

**HALDIMAND**, C. W., Co. Northumberland. A Tp. in which is Grafton, a Station on the G. T. R.

HALIFAX, C. E. A Tp. in Megantic. Go to Arthabaska, on the G. T. R.

HALLOWELL. A Tp. fronting the Bay of Quinte. For principal Village and Post-office, see Bloomfield.

HALL'S MILLS, C. W., Co. Middlesex, Tp. Westminster. See London.

HAM, C. E. A Tp. in Wolfe. Go to Danville, G. T. R.

HAMBURG, C. W., Co. Lennox, Tp. Fredericksburg. Go to Napanee, on the G. T. R.

**HAMILTON**, C. W. A City in the Tp. of Barton and Co. of Wentworth. The Main Station and Chief Office of the Great Western Railway to and from Toronto, Suspension Bridge, and Windsor from the West.

HAMILTON, C. W. A Tp. in Co. Northumberland, for which see Cobourg, Baltimore, Bewdley, Coldsprings, and Harwoods. Towns, Villages, and Post-offices situated within it.

HAMPTON, C. W., Co. Durham, Tp. Darlington. Go to Bowmanville, on the G. T. R. Population about 500.

HANNON, C. W., Co. Wentworth, Tp. Glanford, which see.

HANOVER, C. W., Co. Grey, Tp. Bentinck, which see. Population about 100.

HARLEM, C. W., Co. Leeds, Tp. Bastard. Go to Mallory Town, on G. T. R. Population about 150.

HARPURHEY, C. W., Co. Huron, Tp. McKillop. Go to Stratford, by G. T. R., or Buffalo and Lake Huron, thence by Goderich Stage. Population about 200.

HARRIETSVILLE, C. W., Co. Middlesex, Tp. Dorchester. Go to Edwardsburg or London, on G. W. R. Population about 100.

HARRINGTON EAST, C. E. A Tp. in Argenteuil. On North Shore of Lower Ottawa, near confluence with St. Lawrence. Go to Montreal. Population about 250.

HARRINGTON WEST, C. W., Co. Oxford, Tp. West Zorra. Go to Woodstock, on the G. W. R. Population about 90.

HARRISBURG, C. W., Co. Brant, Tp. South Dumfries. A Station on the G. W. R., and Junction of Preston and Galt Railway. Population about 300.

HARRISTON, C. W., Co. Wellington, Tp. Minto. Go to Guelph, on the G. T. R., and thence by Stage north.

HARROWSMITH, C. W., Co. Frontenac, Tp. Portland. Go to Napanee, on G. T. R. Population about 130.

HARTFORD, C. W., Co. Norfolk, Tp. Townsend. See Waterford.

HARROW, Co. Essex. A new Post-office.

HARWICH, C. W. A Tp. in Kent. Go to Chatham, on the G. W. R.

HARWOOD, C. W., Co. Northumberland, Tp. Hamilton. Go to Baltimore, on Cobourg and Peterborough Railway from Cobourg, on G. T. R.

HASTINGS. See Madoc.

HASTINGS, C. W., Co. Peterboro, Tp. Asphodel. Go to Peterboro Terminus of Branch from G. T. R. Population about 200.

**HATLEY**, C. E. A Tp. in Stanstead. Go to Compton, on the G. T. R.

HAWKESBURY, C. W., Co. Prescott. A Tp. fronting Shore of Lower Ottawa River. Station for Ottawa Steamer from Montreal. Population about 1800.

HAWKSTONE, C. W., Co. Simcoe, Tp. Oro. On North Shore of Lake Simcoe, above Barrie. Go to Barrie, which see. Population about 100.

HAWKSVILLE, C. W., Co. Waterloo, Tp. Wellesley. Go to Petersburg, on the G. T. R. Population about 125.

HAY, C. W. Tp. in Co. Huron, fronting Lake Huron. Go to Stratford.

HAYSVILLE, C. W., Co. Waterloo, Tp. Wilmot, in which is Petersburg Station on the G. T. R. Population about 300.

HEADFORD, C. W., Co. York, Tp. Markham, which see. Population about 75.

HEADVILLE, C. E., Co. Drummond, Tp. Grantham. Go to Acton, on the G. T. R. Population about 100.

HECK'S CORNERS, C. W., Co. Grenville, Tp. South Gower, which see.

HEIDELBURG, C. W., Co. Waterloo, Tp. Woolwich. Go to Berlin, on the G. T. R. Population about 275.

HEMMINGFORD, C. E. A Tp. in Huntingdon. A Station on the Plattsburg Railway, 41 miles from Montreal. Population about 700.

HENDERSON'S CORNERS, C. W., Co. Victoria, Tp. Emily, which see.

HENRYVILLE, C. E., Co. Iberville, Tp. Sabrevois. Go to Rouse's Point. This Village lies east of River Richelieu. Population about 600.

HERDMAN'S CORNERS, C. E., Co. Huntingdon, Tp. Hinchinbrooke, between St. Lawrence and River Richelieu. See Deniston.

HEREFORD, C. E. A Tp. in Compton. Go to Coaticook, on the G. T. R.

HIBBERT. See Cromarty.

HIGHLAND CREEK, C. W., Co. York, Tp. Scarborough, in which is Scarborough Station, on the G. T. R. Population about 250.

HILLIER, C. W. A Tp. in Prince Edward. Go to Trenton, on the G. T. R. Population about 130.

HILLSBORO, C. W., Co. Lambton, Tp. Plympton, near Port Sarnia, connected with G. T. R. at Stratford, to which place proceed. Population about 100.

HILLSBURG, C. W., Co. Wellington, Tp. Erin. Go to Acton, on the G. T. R. Population about 160.

HILTON, C. W., Co. Northumberland, Tp. Brighton, in which is a Station (Brighton), on the G. T. R. Population about 60.

HINCHINBROOKE, C. E. A Tp. in Huntingdon. For

Post-offices, Villages, etc., see Athelston, Deniston, Herdman's Corners.

HOLLAND, C. W. A Tp. in the Co. of Grey. For route, see Owen Sound, Berkeley, and Chatsworth, also Post-offices in Tp.

**HOLLAND LANDING**, Co. York, Tp. East Gwillimbury. A Station on the Ontario, Simcoe, and Huron Railway from Toronto. 34 miles from Toronto. Population about 300.

HOLLEN, C. W., Co. Wellington, Tp. Maryborough. Go to Guelph, on G. T. R., and thence by Stage.

HOLMESVILLE. See Goderich.

HOLYROOD, C. W., Co. Bruce, Tp. Kinloss, near Lake Huron. About 20 miles from Goderich, which see.

HOPE, C. W., Co. Durham. A Tp. in which are Canton, Perrytown, and Elizabethville, [Villages and Post-offices,] which see.

HOPETOWN, C. W., Co. Lanark. A Tp. near South Shore of Upper Ottawa, near Fitzroy. See Aylmer East, for route. Population about 100.

HORNBY, C. W., Co. Halton, Tp. Esquesing. Go to Acton, on G. T. R. Population about 100.

HORTON, C. W. A Tp. fronting South Shore of River Ottawa, in which are Renfrew and Castleford, Post-offices, which see.

HOUGHTON, C. W. A Tp. in Co. Norfolk, fronting Lake Erie. Port Stanley is the nearest Railway Station, which see.

HOWARD, C. W., Co. Kent. A Tp. in which is Bridgetown, which see.

HOWICK, C. E., Co. Chateauguay. Go to Napierville, on the Plattsburg and St. Lawrence Railroad. Population about 150.

HOWICK, C. W., Co. Huron. A Tp. in which is a Post-office, Lisadell, which see.

HUBBELL'S FALLS, Co. Carleton. See Aylmer East.

HULL, C. E. A Tp. and Post-office of itself, in Co. Ottawa, on the opposite side of the River at Ottawa, C. W. Population about 250.

HULLETT, C. W. A Tp. in Co. Huron, in which are Brandon and Constance, as Post-offices, etc., which see.

HULLSVILLE, C. W., Co. Haldimand, Tp. Walpole. Go to Canboro on Buffalo and Lake Huron Railway.

HUMBER, C. W., Co. York, Tp. Etobicoke. Go to Mimico on G. W. R., also Cooksville stage from Wolfe Inn, Toronto.

HUMBERSTONE, C. W. A Tp. in Welland Co. near Welland Canal. Go to Ridgeway on Buffalo and Lake Huron Railway.

HUNTERSTOWN, C. E. A Tp. in Maskinonge. On North Shore of Lake St. Peter, (St. Lawrence,) between Montreal and Three Rivers, reached by steamers. See St. Maurice District.

**HUNTINGDON**, C. E., on South Shore of Lake St. Francis, nearly opposite the Coteau Landing Station of the G. T. R. Population about 700.

HUNTINGDON, C. W. A Tp. in Co. Hastings. For Post-office, etc., see Ivanhoe.

HUNTINGVILLE, C. E., Co. Richmond, Tp. Ascott, which is a station on the G. T. R. Population about 100.

HUNTLEY, C. W. A Tp. in Co. Carleton. Go to Ottawa City by Branch Railway, from Prescott, on the G. T. R. Population about 100.

HUSTON, C. W., Co. Wellington, Tp. Maryborough Go to Guelph on the G. T. R. Population about 75.

## I

**INDIANA**, C. W., Co. Haldimand, Tp. Seneca. Go to Middleport on Buffalo and Lake Huron Railway. Population about 300.

INDIAN RESERVE, Co. Glengary. The name of a Tp., of which Athol is the Village and Post-office, which see.

INDIAN RESERVES. See Mara, Rama, etc., on Lake Simcoe, Tyendinaga, on the G. T. R., etc. The Indian Department have an office in Toronto.

INDUSTRY, C. E., in County Jolliet, on North Shore of St. Lawrence, on Riviere L'Assumption, which flows into the St. Lawrence near Isle Jesus. Go to Montreal. Population about 1500.

**INGERSOLL**, C. W., Co. Oxford, Tp. North Oxford. Population about 2500. See elsewhere for further particulars.

INKERMAN, C. W., Co. Dundas, Tp. Mountain. Go to Matilda on the G. T. R. Population about 500.

INNERKIP, C. W., Co. Oxford, Tp. East Zorra. Go to Woodstock or Princeton, both Stations on the G. W. R.

INNISFIL, C. W. A Township in Co. Simcoe, bisected by the Ontario, Simcoe, and Huron Rail from Toronto. Go to Lefroy, Belle Ewart, and Craigville Stations on that line within the Township. Population about 100.

INNISVILLE, C. W., Co. Lanark, Tp. Drummond. Above the town of Perth. Go to Brockville by G. T. R., and thence by Stage direct to Perth.

INVERHURON, C. W., Co. Bruce, Tp. Bruce, fronting Lake Huron. Go to Owen Sound, which see. Population about 50.

INVERNESS, C. E. A Tp. in Megantic. Go to Somerset or Stanfold on the G. T. R. Population about 150.

IONA, C. W., Co. Elgin, Tp. Dunwich. Go to Ekfrid on G. W. R., and thence South. Population about 200.

IRELAND, C. E. A Tp. in Megantic. For Post-offices and Villages, see Maple Grove, New Ireland.

IRONHILL, C. E., Co. Brome. Ascott on the G. T. R. appears to be the nearest Station.

ISLAND OF MONTREAL, C. E. On the St. Lawrence. See also Post-offices and Villages within it. Long Point, Aux Trembles, St. Ann, and Montreal City.

ISLAY, C. W., Co. Victoria, Tp. Fenelon. See Lindsay.

ISLE OF ORLEANS, C. E. On St. Lawrence, below Quebec, to which go by Steamer, or to Point Levi on G. T. R.

ISLE AUX COUDRES, C. E. On the St. Lawrence. Go to Quebec, and thence by Steamer Saguenay. Population about 600.

ISLE AUX GRUES, C. E., Co. Lilet. Go to St. Thomas, Terminus of the G. T. R., and thence by vessel. Population about 600.

ISLE AUX NOIX, C. E., Iberville Co. Go by River Richelieu Steamers.

ISLE JESUS, C. E. On the St. Lawrence, opposite Montreal. Cut off from main land, (Terrebonne Co.) by tributary from the Ottawa River and St Lawrence. Go to Montreal. See also St. Martin and St. Vincent du Paul, Villages and Post-offices within it.

ISLE PERROT, C. E. On Lower Ottawa. Go to Vandreuil on the G. T. R.

ISLE VERTE, C. E., Co. Temiscouata. On South of St. Lawrence, nearly opposite confluence of the Saguenay. Go to Quebec, and thence by Steamer.

IVANHOE, C. W., Co. Hastings, Tp. Huntingdon. North of Belleville, to which go by G. T. R.

## J

JARRATT'S CORNERS, C. W., Co. Simcoe, Tp. Oro Go to Barrie by the Ontario, Simcoe, and Huron Rail from Toronto, and thence to Gilbraith's by Stage, and some six miles on by road. Population about 200.

JARVIS, C. W., Co. Haldimand, Tp. Walpole. Go to Caledonia on the Buffalo and Lake Huron Rail. Population about 160.

JERSEY, (Riviere Chaudiere,) C. E., Co. Beauce. At the head of the River Chaudiere, which flows into the St. Lawrence nearly opposite Quebec. Jersey lies east of the Grand Trunk, on the confines of the State of Maine. No Station is near.

JERSEYVILLE, C. W., Co. Wentworth, Tp. Ancaster Go to Dundas on the G. W. R. Population about 120.

JOHNSON, C. W., Co. Grey, Tp. Sydenham. Go to Owen's Sound by Ontario, Simcoe, and Huron Rail to Collingwood, and thence by Steamer.

JOHNSON'S CORNERS, C. E., Tp. Hemmingford. A Station on Plattsburg and Montreal Rail, 36 miles from Montreal.

JOHNVILLE, C. E., Co. Compton, Tp. Eaton. Go to Lennoxville on the G. T. R. Population about 100.

JORDAN, C. W., Co. Lincoln, Tp. Louth. A Station on the G. W. R. Population about 300.

## K

KALADAR, C. W. A Tp. in Addington. Go to Napanee on the G. T. R. See also Crown Lands.

**KAMOURASKA**, C. E. An Electoral District and Town. The town is situated near the South Shore of the St. Lawrence, between Quebec and the mouth of the Saguenay. Go to St. Thomas, the Terminus of the G. T. R., as being the nearest Rail point. Population about 2500.

KARS, C. W., Co. Carleton, Tp. North Gower. Go to Kemptville or Osgoode on the Ottawa Railway, connected with Prescott on the G. T. R. Population about 50.

KATESVILLE, C. W., Co. Middlesex, Tp. Adelaide, on the line of the Railway Extension to Port Sarnia. At present go to Ekfrid or to Mount Brydges, G. W. R. Population about 150.

KEENANSVILLE, C. W., Co., Simcoe, Tp. Adjala. Try Molton on the G. T. R., and thence by Mono Stage. Population about 100.

KEITH, C. W., Co. Lambton, Tp. Dawn. Go to Bothwell or Thamesville on G. W. R.

KELVILLE, C. W., Co. Brant, Tp. Burford. Go to Princeton on the G. W. R.

**KEMPTVILLE**, C. W., Co. Grenville, Tp. Oxford. A Station and Town on the Ottawa Railway, connected with the G. T. R. at Prescott. Population about 1350.

KENILWORTH, C. W., Co. Wellington, Tp. Arthur. Go to Guelph on the G. T. R., and thence by Stage.

KENMORE, C. W., Co. Russell, Tp. Osgoode. Go to Osgoode on the Ottawa Railway, from Prescott on the G. T. R. Population about 50.

KENNEBEC, C. W., Co. Frontenac. A Tp. adjacent to Free Grants and Crown Lands for sale, which see.

KENYON, C. W., Co. Glengary. A Tp. north-west of Lancaster, to which go by G. T. R.

KEPPEL. See Indian Lands.

KERTCH, C. W., Co. Lambton, Tp. Plympton. Go to London on the G. W. R., or Stratford, being on the Port Sarnia Section.

KESWICK, C. W., Co. Simcoe, Tp. North Gwillimbury. Go to Bradford or Holland Landing, on the Ontario, Simcoe and Huron Railway from Toronto.

KETTLEBY MILLS, C. W., Co. York, Tp. King. Go to Newmarket on Ontario, Simcoe, and Huron Railway.

KILBRIDE, C. W., Co. Halton, Tp. Nelson. Go to Bronte or Oakville on the G. W. R. Population about 150.

KILDARE, C. E. A Co. in Joliette, on North Shore of St. Lawrence. See St. Maurice District. Population about 2500.

KILLARNEY, C. W. On North Shore of Lake Huron. No regular communication.

KILKENNY, C. E. A Tp. in Montcalm, on North Shore of St. Lawrence. Go to Montreal. See St. Maurice district. Population about 800.

KILMARNOCK, C. W., Co. Lanark, Tp. Montague, near Rideau Canal. Go to Smith's Falls from Brockville on G. T. R.

KILSYTH, C. W., Co. Grey, Tp. Derby. Go to Collingwood by Ontario, Simcoe, and Huron Railway from Toronto, and thence by Steamer to Owen's Sound.

KILWORTH, C. W., Co. Middlesex, Tp. Delaware. Go to Komoka on the G. W. R.

KINBURN, C. W., Co. Carleton, Tp. Fitzroy. Population about 50.

**KINCARDINE**, C. W. A Tp. in Bruce. A Money Order Office, (formerly Penetangore,) fronting Lake Huron. Go to Guelph, and thence make for Sangeen. Guelph is on G. T. R.

KING, C. W. A Tp. in York. Go to King on Ontario, Simcoe, and Huron Rail from Toronto.

KINGSEY, C. E. A Tp. in Drummond Co. Go to Danville on G. T. R. Section.

KINGSEY FALLS. A Post-office in Kingsey, which see.

**KINGSTON**, C. W. A City, the Capital of Frontenac. Go to Kingston by G. T. R., or by Steamers from Montreal, Hamilton, Toronto, and Bay of Quinte, and Rideau Canal; also from Cape Vincent on United States side. Population about 13000.

KINGSTON MILLS, C. W., Co. Frontenac. A Station on the G. T. R. (near Kingston City). Population about 150.

KINGSVILLE, C. W., Co. Essex, Tp. Gosfield. Go to Baptiste Creek or Belle River on G. W. R.

KINKORA, C. W., Co. Perth, Tp. Ellice. Go to Stratford by the G. T. R., or by Buffalo and Lake Huron Railways. Population about 50.

KINLOSS, C. W., Co. Bruce. A Tp. about 20 miles north of Goderich. Go to Stratford. See Kinkora.

KINSALE, C. W., Co. Ontario, Tp. Pickering. Go to Port Union or Frenchman's Bay on G. T. R.

KINTAIL, C. W., Co. Huron, Tp. Ashfield. Fronting Lake Huron. Go to Stratford, as before. See Kinkora. Population about 50.

KIPPEN, C. W., Co. Huron, Tp. Tuckersmith. Go to Stratford by G. T. R., thence by Goderich Stage.

KIRKTON, C. W., Co. Huron, Tp. Usborne. Near Blanchard, St. Mary's. Go to Stratford on G. T. R.

KIRKWALL, C. W., Co. Wentworth, Tp. Beverley. Go to Harrisburg on the G. W. R. Population about 70.

KITLEY, C. W. A Tp. in Leeds and Grenville. For Post-offices and Villages, see Frankville, Toledo, etc.

KLINEBURG, C. W., Co. York, Tp. Vaughan. Go to Richmond Hill on the Ontario, Simcoe, and Huron Rail from Toronto. Population about 300.

KNOWLTON, C. E., Co. Brome. Go to Compton on G. T. R., Montreal and Portland Section as nearest Station, but the distance is considerably east of Brome. Population about 200.

KNOWLTON FALLS. A Post-office in last-mentioned Tp.

KOMOKA, C. W., Co. Middlesex, Tp. Lobo. A Station on the G. W. R. Population about 700.

## L

LA BAIE, C. E. A Tp. in Yamaska, on South Shore of Lake St. Peter, (St. Lawrence,) near confluence of the River St. Francis with St. Lawrence, which flows from Richmond, the diverging point of the G. T. R. to Quebec, east, and Montreal, west, from Portland in the south. Go by Steamers between Montreal and Quebec. Population about 500.

LA BEAUCE, C. E., Tp. St. Marie, Co. Beauce. On River Chaudiere. Go to Becancour on the G. T. R.

L'ACADIE, C. E. A District in St. John's, on Richelieu River: also, a Station 15 miles from Montreal on the Champlain and St. Lawrence Railway.

**LACHINE**, C. E., Co. Jacques Cartier. The first Station by Montreal and Plattsburg Railway, 9 miles from Montreal. Population about 2500.

**LACHUTE**, C. E. A Tp. in Argenteuil, on North-east Shore of Lower Ottawa. Go by Steamers from Montreal, or from Vandreuil on G. T. R. Population about 500.

**LACOLLE**, C. E., Co. St. John's. A Station on the Champlain and St. Lawrence Railway, 38 miles from Montreal. Population about 600.

LACORNE, C. E., Co. Terrebonne. On North Shore of St. Lawrence, opposite Isle of Jesus. See Maurice District. Go to Montreal.

LAFONTAINE, C. W., Co. Simcoe, Tp. Tiny, on east coast of Nottawasaga Bay, north of Barrie, to which go by Ontario, Simcoe, and Huron Railway, and thence to White Corners for Penetanguishene Road.

LA GUERRE, C. E., Co. Huntingdon, Tp. Godmanchester. On South Shore of St. Lawrence, opposite Coteau Landing on the G. T. R.

LAKEFIELD, C. W., Co. Argenteuil. Back Township from east shore of Lower Ottawa River. Go to Montreal.

LAKESIDE, C. W., Co. Oxford, Tp. East Nissouri. Go to Edwardsburg on the G. W. R.

L'AMAROUX, C. W., Co. York, Tp. York. Toronto City is the most convenient Railway Point for general travellers.

LAMBETH, C. W., Co. Middlesex, Tp. Westminster. Go to London, on G. W. R. Population about 250.

LAMBTON, C. E., Co. Beauce. Situated greatly east of Quebec and Richmond Section of G. T. R. Warwick and Danville may be named as nearest Stations. Population about 700.

**LANARK**, C. W. A Tp. in Co. Lanark. North of Perth, to which go by Brockville Stage from the G. T. R., Montreal and Toronto Section. Brockville and Arnprior Extension will come within a few miles of this Tp. Population about 350.

LANCASTER, C. W. A Tp. in Co. Glengary, and a Station on the G. T. R., Montreal and Toronto Section. 14 miles east of Cornwall, and 54 west of Montreal. Population about 350.

LANORAIE, C. E. In Berthier, on North Shore of St. Lawrence. See St. Maurice District. Population about 2400.

LANDSDOWNE, C. W. A Tp. in Co. Leeds, and a Station on the G. T. R. Population about 100.

LE PETITE RIVIERE, C. E., St. Francis Charlevoix, opposite Isle de Condres, on North Shore of St. Lawrence below Quebec, to which go, and thence by Steamer Saguenay.

PIGEONIERE, C. E. In Napierville. A Station on Montreal and Plattsburg Rail, 30 miles from Montreal.

**LAPRAIRIE,** C. E. On South Shore of St. Lawrence, opposite Montreal. Go to Junction, on Champlain and St. Railway, 11 miles from Montreal.

LA PRESENTATION, C. E. In St. Hyacinthe. Go to St. Hyacinthe, on the G. T. R., 30 miles from Montreal.

LARGIE, C. W., Co. Elgin, Tp. Dunwich. Go to Ekfrid, on G. W. R.

LA SAL, C. E. See La Pigeoniere and St. Remi.

L'ASSUMPTION, C. E., Tp. St. Sulpice. In Electoral District of L'Assumption, on North Shore of St. Lawrence, below Montreal. Go to Montreal City, and thence by Steamer or Trader. Population about 3000.

LA TERRIERE, C. E. In Chicoutimi, on the Saguenay River. Go to Chicoutimi from Quebec by Saguenay Steamer.

LATTA'S MILLS, C. W., Co. Hastings, Tp. Thurlow. Go to Belleville, on G. T. R.

LAVAL, C. E. In Montmorenci. A few miles below, and in the rear of Quebec. Go to Point Levi, opposite Quebec, on the G. T. R., and cross the St. Lawrence.

LAVALTRIE, C. E. In Berthier. On North Shore of St. Lawrence, between Montreal and Three Rivers. Go to Montreal or Quebec, and thence by Steamer.

LAUZON, C. E. See New Liverpool, St. Henri, and Point Levi—Villages and Post-offices therein—also, St. Jean Chrysostom and St. Lambert.

L'AVENIR, C. E., Co. Drummond, Tp. Durham. Go to Durham, on the G. T. R.

LAWRENCEVILLE, C. E., Co. Shefford, Tp. South Ely. See L'Avenir, for Railway Station.

LEAKESDALE, C. W., Co. Ontario, Tp. Scott. No near Railway. Go to Holland Landing, on Ontario, Simcoe, and Huron Railway from Toronto. Population about 100.

LEAMINGTON, C. W., Co. Essex, Tp. Mersea. Go to Baptiste Creek, on G. W. R. Population about 70.

L'EPIPHANY, C. E. See St. Sulpice and L'Assumption.

LEAVENS, C. W., Co. Grey, Tp. St. Vincent. Go to Collingwood by the Ontario, Simcoe, and Huron Rail from Toronto.

LEEDS, (West,) C. W. A Tp. in Co. Leeds. For Post-offices, Towns, etc., see Gananoque, Seely's Bay.

LEEDS, (East,) C. E. A Tp. in Megantic. Go to Somerset, on the G. T. R. Population about 160.

LE FOULON, C. W., Co. Prescott, Tp. Hawkesbury. On South Shore of Lower Ottawa. Go to Montreal, and thence by Steamer.

LEFROY, C. W., Co. Simcoe, Tp. Innisfil. A Station on the Ontario, Simcoe, and Huron Railway. Population about 50.

LEITH, C. W., Co. Grey, Tp. Sydenham. Go to Owen Sound by Steamer, from Collingwood, on Ontario, Simcoe, and Huron Rail from Toronto. Population about 70.

LEMONVILLE, C. W., Co. York, Tp. Whitchurch. Go to Aurora or Newmarket, on the Ontario, Simcoe, and Huron Rail from Toronto. Population about 200.

LENNOX, C. W., Co. Lennox, Tp. Fredericksburg. Go to Napanee, on G. T. R.

**LENNOXVILLE,** C. E. A Town of Sherbrooke District. A Station on G. T. R., 99 miles from Montreal. Population about 250.

LES EBOULEMENS, C. E., in Charlevoix. On North Shore of St. Lawrence below Quebec, opposite Isle of Condres. Steamers occasionally call.

LES ECUREILS, C. E., Co. Portneuf, Tp. D'Auteuil. On North Shore of St. Lawrence above Quebec, where go.

LES ESCOUMAINS, C. E., Saguenay. On North Shore of St. Lawrence, below Quebec, to which go.

LESKARD, C. W., Co. Durham, Tp. Clarke. Go to Newcastle, on G. T. R., 46 miles from Toronto. Population about 250.

LIFFORD, C. W., Co. Durham, Tp. Manvers. Go to Newcastle as for Leskard, which see.

**LINDSAY,** C. W., Co. Victoria, Tp. Ops. The Terminus of the Port Hope and Lindsay Railway, connected with the G. T. R. at Port Hope. Population about 1100.

LINGWICK, C. E. A Tp. in Compton. For Post-office, see Gould. Go to Compton, on G. T. R.

LIPPENCOTT, C. W., Co. York, Tp. York. Go to Toronto.

LISADEL, C. W., Co. Huron, Tp. Howick. Go to Stratford Junction of Buffalo and Lake Huron and G. T. R. Population about 50.

LISBON, C. W., Co. Perth, Tp. North Easthope. Go to Stratford as for Lisadel, which see.

L'ISLET, C. E. An Electoral District and Town on South Shore of St. Lawrence, a few miles east of St. Thomas, Terminus of G. T. R.

LISTOWELL, C. W., Co. Perth, Tp. Elma. Go to Stratford Junction of Buffalo and Lake Huron and G. T. R.

LICHFIELD, C. E. A Tp. in Pontiac Co. on North Shore of Upper Ottawa; for route, see Aylmer East.

LITTLE BRITAIN, C. W., Co. Victoria, Tp. Mariposa. Go to Lindsay by Branch Railway from Port Hope, on the G. T. R. Population about 100.

LITTLE RIDEAU, C. W., Co. Prescott, Tp. Hawkesbury by Montreal and Ottawa Steamers. Population about 200.

LLOYDTOWN, C. W., Co. York, Tp. King. Go to King or Newmarket, on the Ontario, Simcoe, and Huron Railway from Toronto.

LOBO, C. W., Co. Middlesex. A Tp. in which is Komoka Station, on the G. W. R.

LOCHABER, C. E., Co. Ottawa. A Tp. fronting the North Shore of Ottawa. Go by Steamers between Ottawa City and Montreal.

LOCHIEL, C. W., Co. Glengary. A Tp. North of Lancaster, on the G. T. R.

LOCKTON, C. W., Co. Peel, Tp. Albion. Go to Brampton, on the G. T. R.

LOGAN, C. W., Co. Perth. A Tp. in which are Post-offices and Villages, Carronbrooke, and Mitchell, which see.

**LONDON,** C. W., capital of Middlesex, on the G. W. R., also Junction of London and Port Stanley Rail, 114 miles west of Toronto. For View of London and further information, see preceding pages.

LONG ISLAND LOCKS, C. W., Co. Carleton, Tp. Nepean. Go to Gloucester or North Osgoode, on the Ottawa Railway, connected with the G. T. R. at Prescott.

LONG POINT, C. E. In Isle of Montreal (Hochelaga). Go to Montreal by G. T. R. or Steamer. Population about 1000.

**LONGUEIL,** C. E. In Chambley. The Station of the G. T. R., on South Shore of St. Lawrence for Quebec and Portland, 2 miles from City, to be united by Victoria Bridge with North Shore of St. Lawrence. Population about 3000.

LONGUEIL, C. E. See St. John's and St. Luc, on Champlain and St. Lawrence Railway.

LONSDALE, C. W., Co. Hastings, Tp. Tyendinaga, which is a Station on G. T. R. Population about 135.

LORETTE, C. E. See Ancienne Lorrette.

L'ORIGINAL, C. W., Co. Prescott, Tp. Alfred. Assize Town. On South Shore of Ottawa. Go by Ottawa and Montreal Steamers. Population about 700.

LORRAINE, C. W., Co. Simcoe, Tp. Mono. Go to Malton, on the G. T. R., and thence by Stage to Mono Mills.

LOSKY, C. W., Co. York, Tp. King, which see.

LOTBINIERE, C. E. A Town and Electoral District, fronting the South Shore of St. Lawrence, opposite Portneuf, between Three Rivers and Quebec. Go by Steamer from Montreal or Quebec.

LOUGHBORO, C. W. A Tp. in Frontenac. Go to Kingston City, on the G. T. R.

LOUISVILLE, C. W., Co. Kent. A Village in Chatham Tp., in which is Chatham Station, on the G. W. R. Population about 200.

LOUTH, C. W. A Tp. in Co. Lincoln. See Jordan, a Village and Station on the G. W. R., in this Township), 26 miles from Hamilton, C. W.

LOW, C. E. A Tp. in Ottawa Co. On the Gatineau River, North of River Ottawa. Go to Ottawa City by Rail from Prescott, on the G. T. R.

LOWER IRELAND, C. E. In Megantic. Go to Warwick, on the G. T. R. Quebec and Richmond Section, 24 miles North-east of Richmond Junction.

LOWVILLE, C. W., Co. Halton, Tp. Nelson. Go to

Wellington Square, on the G. W. R. Population about 150.

LUTON, C. W., Co. Elgin. A new Post-office.

LYN, C. W., Co. Leeds, Tp. Elizabethtown. A Station and Money Order Office, on the G. T. R., near Brockville, 4 miles west of Brockville. Population about 400.

LYNDEN, C. W., Co. Wentworth, Tp. Beverley. A Station on the G. W. R., 16 miles west of Hamilton City. Population about 350.

LYNDHURST, C. W., Co. Leeds. In Lansdowne, in which Township is Lansdowne Station, on the G. T. R. Population about 70.

LYNEDOCH, C. W., Co. Norfolk, Tp. Charlotteville. Go to Simcoe, thence by Stage to Brantford or Paris, on the Buffalo and Lake Huron; the latter is the Junction Point of that and Great Western Railways and Galt Branch. Population about 150.

LYONS, C. W., Co. Elgin, Tp. South Dorchester. Go to Ingersoll or Edwardsburg, on G. W. R.

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M'DONALD'S CORNERS, C. W., Co. Lanark, Tp. Dalhousie. Go to Brockville by G. T. R., thence by Stage to Perth. 20 miles from Perth.

M'GILLIVRAY, C. W. A Tp. in Huron Co., which the Port Sarnia Railway from Stratford or St. Mary's will bisect. Go to Stratford Junction of the Buffalo and Lake Huron and G. T. Railways.

M'NAB, C. W. A Tp. in Renfrew Co. For Post-offices, see Arnprior and Burnstown.

MACVILLE, C. W., Co. Peel, Tp. Albion. Go to Brampton or Malton, on the G. T. R. Population about 50.

MACHICHE, C. E. On the St. Maurice District. See Yamachiche.

MADOC, C. W., Co. Hastings, Tp. Madoc. Go to Belleville by the G. T. R., Montreal and Toronto Section, and thence by Daily Stage. Madoc is the nearest Town to the Free Grant Settlement on the Hastings Road.

MAD RIVER MILLS, C. W., Co. Grey, Tp. Osprey. Go to Nottawasaga or Sunnidale, both on the Ontario, Simcoe, and Huron Rail from Toronto.

MAGDALEN ISLANDS, C. E., Co. Gaspe. Near South Shore of the St. Lawrence at Cape Magdalene, before entering on the Gulf. Traders from Quebec.

MAGOG, C. E. A Tp. in Stanstead. Try Coaticook or Compton, on the G. T. R. See Georgeville. Population about 250.

MAIDSTONE, C. W. A Tp. in Essex Co. Go to Windsor or Puce, on the G. W. R.

MAITLAND, C. W., Co. Grenville, Tp. Augusta. A Station on the G. T. R., between Brockville and Prescott. Population about 150.

MALAHIDE, C. W. A Tp. in Co. Elgin, in which is Aylmer West, which see. See also St. Thomas West.

MALAKOFF, C. W., Co. Carleton. A Post-office in Marlboro Tp. See Burritt's Rapids, adjacent to Rideau Canal, and near Kemptville, on the Ottawa Junction from Prescott, on the G. T. R.

MALDEN, C. W. A Tp. in Essex. For Post-office, etc., see Amherstburg.

MAL BAIE, C. E. For Post-office, see Point St. Peter, which divides Gaspe and Mal Baie, near Gulf of St. Lawrence.

MALLORY TOWN, C. W., Co. Leeds, Tp. Yonge. A Station on the G. T. R. Population about 200.

MALTA, C. W., Co. Bruce, Tp. Bruce, fronting Lake Huron. Get to Sydenham (Owen's Sound) by Ontario, Simcoe, and Huron Railway to Collingwood, and thence by Steamer, or go by Guelph, on the G. T. R., and thence by O'Neill's Owen Sound Stage. Population about 50.

MALTON, C. W., Co. Peel, Tp. Toronto. A Station on the G. T. R., 16 miles from Toronto. Population about 500.

MALVERN, C. W., Co. York, Tp. Scarboro. Go by Stouffville Stage from Toronto daily, or by G. T. R. from Scarboro Station. Population about 125.

MANCHESTER, C. W., Co. Ontario, Tp. Reach. Go to Whitby, on the G. T. R.

MANILLA, C. W., Co. Victoria, Tp. Mariposa. Get to Lindsay from Port Hope, on the G. T. R., thence a Branch Railway to Lindsay is open to Omemee. Population about 450.

MANITOWANING, C. W. On the Great Manitoulin Island on Lake Huron. Steamers in Summer from Collingwood, which see. An Indian Settlement, with resident Minister of the Church of England.

MANNINGVILLE, C. E., Co. Huntingdon. Go to Hemmingford on the Montreal and Plattsburg Railway, 41 miles from Montreal. Population about 200.

MANSFIELD, C. E. A Tp. in Co. Pontiac. For Post-office and route, see Fort Coulonge.

MANVERS, C. W. A Tp. in Durham Co., near line of Lindsay, Branch from Port Hope, to which go by G. T. R.

MAPLE, C. W., Co. York, Tp. Vaughan. Go to Richmond Hill by Ontario, Simcoe, and Huron Rail from Toronto.

MAPLE GROVE, C. E., Co. Megantic. Tp. Ireland. Go to Warwick on the G. T. R.

MAPLETON, C. W., Co. Elgin, Tp. Yarmouth. On London and Port Stanley Branch from London on G. W. R.

MARA, C. W., Co. Ontario. A Tp. usually coupled with Rama as Indian Territory. Get to Orillia (from Barrie by Ontario, Simcoe, and Huron Railway), and thence by Stage direct. See Orillia.

MARBLETON, C. E., Co. Wolfe, Tp. Dudswell. Go to Sherbrooke on the G. T. R.

MARIPOSA, C. W. A Tp. in Co. Victoria. For Post-offices, route, etc., see Little Britain, Manilla, and Oakwood.

MARCH, C. W. A Tp. in Co. Carleton, fronting South Shore of River Ottawa, opposite Aylmer East, which see. Population about 50.

MARKHAM, C. W., Co York. Go by Stouffville Daily Stage from Toronto, or by G. T. R. from Scarborough, and thence by Stage. Population about 1000.

MARLBOROUGH, C. W. A Tp. in Co. Carlton. See Burritt's Rapids and Malakoff for Post-offices and route.

MARLOW, C. E. A Tp. in Beauce at the very extreme of the province on the confines of the State of Maine at the head of River Chaudiere, which flows in a direct line to the St. Lawrence. Chaudiere Junction and Chaudiere on the G. T. R. Quebec and Richmond may be named as Stations, but are about 63 miles distant.

MARMORA, C. W., Co. Hastings. A Tp. in which are the Iron Works, north of Belleville, to which go by G. T. R. Population about 400.

MARSHVILLE, C. W., Co. Welland, Tp. Wainfleet, in which is a Station of the Buffalo and Lake Huron Rail.

MARTINTOWN, C. W., Co. Glengary, Tp. Charlottenburg, in which is Summerstown on the G. T. R., 8 miles east of Cornwall, and 60 from Montreal.

MARTINVILLE, C. E., Co. Compton, Tp. Clifton. Go to Compton on the G. T. R. Population about 15.

MARYSBURG, C. W. A Tp. in Prince Edward Co. For Villages, Towns, and Post-offices, see Picton, Bougard's Corners, and Port Milford.

MARYSVILLE, C. W., Co. Hastings, Tp. Tyendinaga, in which is a Station of the G. T. R. Population about 100.

MARYBORO, C. W. A Tp. in Wellington Co. See Hnston.

MASCOUCHE, C. E. A Tp. in L'Assumption, on North Shore of St. Lawrence, just below Montreal, to which go.

MASKINONGE. A Post-office Village, and also name of Electoral District on North Shore of St. Lawrence in St. Maurice District, situate about 20 miles west of Three Rivers. Population about 4000.

MASSAWIPPI, C. E., Co. Stanstead, Tp. West Hatley. Go to Compton on the G. T. R. Population about 200.

MATANE, C. E. A Tp. in Rimouski, on South Shore of St. Lawrence, fronting the River below the mouth of the Saguenay, reached by vessels from Quebec. Population about 1500.

MATILDA, C. W. A Tp. in Dundas Co. and Station of the same name on the G. T. R., 9 miles east of Prescott Junction, and 104 from Montreal.

MATTAWA, on a River which runs into the Ottawa about 90 miles above Pembroke, near Lake Nipissing. Pembroke is reached by Upper Ottawa Steamers from Aylmer East, which see.

MAYFIELD, C. W., Co. Peel, Tp. Chinguacousy. Go to Brampton on the G. T. R. Population about 50.

MAYNE, C. W., Co. Perth, Tp. Wallace. Go to Ful-

larton, midway between Stratford and Goderich, by Stage from Stratford Junction, G. T. R.

MEADOWVALE, C. W., Co. Peel, Tp. Toronto. Five miles from Brampton. Population about 400.

MEDONTE, C. W. A Tp. in Simcoe, between Orillia and Coldwater. Go by Coldwater Stage from Orillia, which is reached by Ontario, Simcoe, and Huron Railway from Toronto, Belle Ewart, and thence by Steamer. In winter, go by Stage from Barrie to Orillia, which see; see also Coldwater.

MELANCTHON, C. W. A Tp. in Co. Grey. Go to Bradford, and by road, west, to Mono, if Ontario, Simcoe, and Huron Railway is used, or by Stage to Mono from Malton on the G. T. R.

**MELBOURNE**, C. E. A Tp. in Richmond, with Money Order Office. Go to Richmond on G. T. R. Population about 250.

MELROSE, C. W. A village in Tyendinaga, Hastings Co. Tyendinaga is a Station on G. T. R., 13 miles from Belleville on G. T. R. Population about 70.

MELVILLE, C. W. A Village in Hillier Tp., Co. Prince Edward. Go to Trenton on the G. T. R.

**MERRICKVILLE**, C. W., Co. Grenville, Tp. Wolford. Go to Maitland or Brockville on G. T. R., or to Kemptville, on Ottawa and Prescott Branch, from Prescott Junction.

MERRITSVILLE, C. W., Co. Welland, Tp. Crowland. Go to Chippewa on the Erie and Ontario Railway. Population about 800.

MERSEA, C. W. A Tp. in Essex Co. Go to Chatham on the G. W. R.

MERTON, C. W., Co. Halton, Tp. Nelson. Go to Wellington Square, (in same Township,) on the G. W. R. Population about 150.

METCALF, C. W. A Tp. in Middlesex Co. For Post-office, etc., see Napier. Population about 250.

METIS, C. E. A Tp. in Rimouski, on South Shore of St. Lawrence, on the projected extension of Grand Trunk to Nova Scotia. Go by vessel from Quebec. Population about 1100.

MEYERSBURG, Co. Northumberland, Tp. Seymour. On projected extension from Belleville, to which go by G. T. R. Population about 150.

MIDDLEPORT, C. W., is a Station on the Buffalo and Lake Huron Railway, between Caledonia and Onondaga, (Post-office, Tuscarora,) 10 miles south of Brantford, and 18 of Paris Junction. Population about 100.

MIDDLEVILLE, C. W., Co. Lanark, Tp. Lanark. Go to Perth from Brockville by Stage from G. T. R.

MILFORD, C. W., Co. Prince Edward, Tp. Marysburg, on Bay of Quinte. Go to Belleville from the west, and Kingston from the east by steamer Bay of Quinte. Both Belleville and Kingston are Stations on the G. T. R.

MILBANK, C. W., Co. Perth, Tp. Mornington, north of Stratford. Go to Stratford by Buffalo and Lake Huron or G. T. Railways.

MILLBROOK, C. W., Co. Durham, Tp. Cavan. Go to Port Hope by G. T. R., and thence by Lindsay Rail. Population about 1000.

MILLES ISLES, C. E. In Argenteuil, on North Shore of Lower Ottawa, near Vandreuil, on the G. T. R. Steamers from Montreal.

MILLES VACHES, C. E. In Saguenay Co., north of St. Lawrence, near confluence of Saguenay and St. Lawrence Rivers. Steamers from Quebec.

MILL GROVE, C. W., Co. Wentworth, Tp. West Flamboro. Go to Dundas on G. W. R.

MILL HAVEN, C. W., Co. Addington, Tp. Ernestown, which is a Station on the G. T. R.

MILL POINT, C. W., Co. Lennox, Tp. Richmond. Go to Napanee on G. T. R.

MILNESVILLE, C. W., Co. York, Tp. Markham. Go by Stage to Thornhill from Toronto, or to Thornhill Station by Ontario, Simcoe, and Huron Rail from Toronto. Population about 100.

MILTON EAST, C. E., Co. Shefford. Go to Acton on the G. T. R. Population about 100.

MILTON WEST, C. W., Co. Halton, Tp. Trafalgar. Go to Oakville, on the G. W. R. Population about 1,500.

MIMICO, C. W., Co. York, Tp. Etobicoke. Go by Streetsville Stage from Toronto daily at 2, P. M., from the General Wolfe, in Church Street, or by G. W. R. to Mimico Station. Population about 300.

MINTO, C. W., Co. Wellington. See Clifford, Harriston, Teviotdale.

MIRICKVILLE, C. W., Co. Grenville, Tp. Wolford. Go to Brockville, on G. T. R., 29 miles from Mirickville. Population about 1000.

**MITCHELL**, C. W., Co. Perth, Tp. Logan, between Stratford and Goderich. Go to Stratford Junction of the Buffalo and Lake Huron and G. T. Railways. Population about 1000.

MISSISQUOI BAY, C. E. Connects with Lake Champlain. Go to Rouse's Point, Champlain and St. Lawrence Rail from Montreal.

MISSISQUOI, C. E. For Towns herein, see Philipsburg, Bedford, Stanbridge East, and Cowanville.

MOHAWK, C. W., Co. Brant, Tp. West Brantford. Go to Brantford, on the Buffalo and Lake Huron Railway.

MOIRA, C. W., Co. Hastings, Tp. Huntingdon. North of Belleville, to which go by G. T. R. Population about 150.

MOLESWORTH, C. W., Co. Huron, Tp. Grey. North of Stratford. Go to Stratford by G. T. R., or by Buffalo and Lake Huron Rail. Population about 50.

MONO, C. W. A Tp. in Co. Simcoe. See Mono Mills.

MONO CENTRE, C. W., Co. Simcoe, Tp. Mono. See Mono Mills.

MONO MILLS, C. W., Co. Simcoe, Tp. Mono. Go to Malton by G. T. R., and thence by Stage. Population about 150.

MONOIR, C. E. A Tp. in Rouville. See Mount Johnson, St. Brigide.

MONTARVILLE, C. E. In Chambly. See St. Bruno.

MONTCALM, C. E. A Town in Tp. of Rawdon, Co. Montcalm. On North Shore of St. Lawrence, in the St. Maurice District. Go to Montreal.

MONTE BELLO, C. E., Co. Ottawa, Tp. Petite Nation. On North Shore of River Ottawa, near Grenville. Go by Ottawa and Montreal Steamers. Population about 100.

MONTMORENCI, C. E. See Chateau Richer.

MONTMORENCI FALLS, C. E. 8 miles below Quebec. Go to Quebec by G. T. R. from Richmond and Montreal, or by Steamers from Upper Canada and Montreal, thence across the St. Charles River by road

**MONTREAL**, C. E. For Views and full information, see preceding portion of this work.

MONTROSE, C. W., Co. Welland, Tp. Stratford, which is a Station on the Erie and Ontario Rail (Niagara to Chippewa).

MONT ST. HILLAIRE, C. E., Co. Rouville, Tp. St. Hillaire, which is a Station 17 miles from Montreal, on the G. T. R.

MOORE, C. W. A Tp. in Lambton Co., in Port Sarnia District, fronting the St. Clair River. Go to Windsor by the G. W. R., and thence by Steamers or Boat. Population about 200.

MORGANTOWN, C. W., Co. Wellington, Tp. Erin. Go to Georgetown, on the G. T. R. Population about 100.

MORIN, C. E. In Argenteuil. See Britonville. Population about 400.

MORNINGDALE MILLS, C. W., Co. Perth, Tp. Mornington. Go to Stratford, on the G. T. R., or by Buffalo and Lake Huron Rail. Population about 100.

MORNINGTON. A Tp. in Perth Co. For Post-offices, etc., see Carthage, Milbank, West Corners, and Morningdale Mills.

**MORPETH**, C. W., Co. Kent, Tp. Howard. Go to Thamesville, on the G. W. R. Population about 550.

MORRIS. A Tp. in Huron Co. For Tp., see Bodmin and Morrisbank.

MORRISBANK, C. W., Co. Huron, Tp. Morris. Go to Stratford by G. T. R., and thence by road, or by Buffalo and Lake Huron Railway.

**MORRISBURG**, C. W., Co. Dundas, Tp. Matilda, in which is a G. T. R. Station. Population about 600.

MORRISDALE, C. W., Co. Huron, Tp. Grey. Go as for Morrisbank. Population about 50.

MORRISTON, C. W., Co. Wellington, Tp. Puslinch. Go to Guelph, on the G. T. R. Population about 400.

MORTIMER, C. W., Co. Grey, Tp. Osprey. Go to Nottawasaga, on the Ontario, Simcoe, and Huron Rail from Toronto.

MORTON, C. W., Co. Leeds, Tp. South Crosby. Go to Gananoque, on the G. T. R. Population about 250.

MORVEN, C. W., Co. Addington, Tp. Ernestown, which is a Station on the G. T. R. Population about 100.

MOSA, C. W. A Tp. in Middlesex, formerly a Station on the G. W. R., but changed to Newbury. For Villages and Post-offices, see Newbury, Cashmere, Wardsville, and Strathburn, all in the Township.

MOSCOW, C. W., Co. Addington, Tp. East Camden. Go to Napanee, on the G. T. R. Pop. about 200.

MOULINETTE, C. W., Co. Stormont, Tp. Cornwall. A Station on the G. T. R. Population about 100.

MOULTON, C. W. A Tp. in Co. Haldimand. See Dunnville, a Railway Station on the Buffalo and Lake Huron, with Post-office within the Township.

MOUNTAIN, C. W. A Tp. in Dundas Co. Go to Matilda, on the G. T. R.

MOUNT ALBION, C. W., Co. Wentworth, Tp. Barton. Go to Ontario, on the G. W. R. Population about 100.

MOUNT BRYDGES, C. W., Co. Middlesex, Tp. Caradoc. A Station on the G. W. R. Population about 180.

MOUNT ELGIN, C. W., Co. Oxford, Tp. Dereham. Go to Ingersoll, on the G. W. R. Population about 150.

MOUNT FORREST, C. W., Co. Wellington, Tp. Arthur. Go to Guelph, on the G. T. R., and thence by Stage.

MOUNT HEDLEY, C. W., Co. Haldimand, Tp. Oneida. Try Middleport, on the Buffalo and Lake Huron Rail. Population about 100.

MOUNT JOHNSON, C. E., Co. Rouville, Tp. Monoir. Try St. Hillaire, on the G. T. R.

MOUNT MURRAY, C. E. In Charlevoix. See Murray Bay, Port au Persil.

MOUNT PLEASANT, C. W., Co. Durham. See Cavan. Population about 500.

MOUNT ST. LOUIS, C. W., Co. Simcoe. A new Post-office.

MOUNT ST. PATRICK, C. W., Co. Renfrew, Tp. Brougham. See Free Grant Lands.

MOUNT VERNON, C. W., Co. Brant, Tp. Brantford. Go to Brantford, on the Buffalo and Lake Huron Railway. Population about 200.

MULMUR, C. W. A Tp. in Co. Simcoe. Go to Barrie Station, on the Ontario, Simcoe, and Huron Railway from Toronto.

MUNCEY, C. W., Co. Middlesex, Tp. Carradoc, in which is Mount Brydges Station.

MUNSEL, C. W., Co. Grenville, Tp. Wolford. Go to Brockville or Maitland, on the G. T. R.

MURRAY, C. W. A Tp. in Northumberland Co., in which is the Town and Station of Trenton, on the G. T. R. Population about 200.

MURRAY BAY, C. E. In Charlevoix. On North Shore of the St. Lawrence, below Quebec, 80 miles down. Go by Saguenay Steamer from Quebec.

MURVALE, C. W., Co. Frontenac, Tp. Portland. Go to Ernestown, on the G. T. R. Population about 125.

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NANTICOKE, C. W., Co. Haldimand, Tp. Walpole. Go to Cainsville, on the Buffalo and Lake Huron Railway.

**NAPANEE,** C. W., Co. Lennox, Tp. Richmond. A Telegraph Station and Money Order Office, on the G. T. R., 26 miles west of Kingston. See preceding pages for further information.

NASSAGAWEYA, C. W. A Tp. in Halton Co. Go to Rockwood, on the G. T. R., Toronto and Stratford Section, or to Wellington Square, on the G. W. R.

NELSON, C. W. A Tp. in Halton Co., in which is Wellington Square, a Station on the G. W. R. Population about 200.

NEPEAN, C. W. A Tp. in Carleton Co. For Post-offices and Villages, see Bell's Corners, Long Island Locks, etc.

NEW ABERDEEN, C. W., Co. Waterloo, Tp. Waterloo. Go to Berlin, on the G. T. R. Population about 200.

NEWARK, C. W., Co. Oxford, Tp. Norwich. Go to Woodstock or Princeton, on the G. W. R.

NEW BLISS, C. W., Co. Leeds and Grenville, Tp. Kitley. Go to Brockville, on the G. T. R.

**NEWBORO,** C. W., Co. Leeds, Tp. North Crosby. A Money Order Office on the Rideau. Go to Kingston, and thence by Steamers or the Rideau Canal, or to Gananoque. Both Kingston and Gananoque are Stations on the G. T. R.

**NEWBURG,** C. W., Co. Addington, Tp. Camden East. Go to Napanee, on the G. T. R. See preceding pages. Population about 900.

NEWBURY, C. W., Co. Middlesex, Tp. Mosa. A Station on the G. W. R.

NEW CARLISLE, C. E. On South of Gaspe, fronting the Bay of Chaleurs, in Cox Tp. Frequent traders from Quebec. Population about 500.

NEW CARLISLE, C. E. A Tp. in St. Maurice Territory. Not a Post-office. See St. Maurice Territory.

**NEWCASTLE,** C. W., Co. Durham, Tp. Clarke. A Station on the G. T. R. See preceding pages.

NEW CREMORE, C. W. See Nottawasaga, of which Tp. New Cremore is a Post-office.

NEW DUNDEE, C. W., Co. Waterloo, Tp. Wilmot, in which Township is the Petersburg Station of the G. T. R., Toronto and Stratford Section. Population about 150.

NEW DURHAM, C. W., Co. Brant, Tp. Burford. Go to Princeton, on the G. W. R. Population about 125.

NEW EDINGBURGH, Co. Carleton, Tp. Gloucester. A Village or Suburb to Ottawa, C. W. On the Prescott and Ottawa Railroad, of which it is the Terminus. Population about 500.

NEW GLASGOW, C. E. North of Isle Jesus, opposite Montreal, to which go, either by Steamer from Ogdensburg or Kingston, or by the G. T. R. Population about 1800.

NEW GLASGOW, C. W., Co. Elgin, Tp. Aldeborough. From Morpeth 15, London 35, Chatham 37 miles.

NEW HAMBURG, C. W., Co. Waterloo, Tp. Wilmot, in which Township is Petersburg Station of the G. T. R. Population about 1100.

NEW HOPE, C. W., Co. Waterloo, Tp. North Waterloo. Go to Guelph or Berlin, on G. T. R.; also to Galt and Preston for Junction Railway. Population about 700.

NEW IRELAND, C. E. In Megantic. Go to Arthabaska, on the G. T. R. Population about 200.

NEW LAND, C. W., Co. York, Tp. East Gwillimbury, in which is the Holland Landing Station on the Ontario, Simcoe, and Huron Railway from Toronto.

NEW LIVERPOOL, C. E. In Levi District, Tp. Lawzon. Go to Point Levi (opposite Quebec), the Terminus of the G. T. R. Population about 1800.

**NEWMARKET,** C. W., Co. York, Tp. Whitchurch. A Station on the Ontario, Simcoe, and Huron Railway from Toronto.

NEWPORT, C. E. A Tp. in Compton. Go to Compton Station, on the G. T. R., Montreal and Portland Section. For Post-office, see and address Sawyerville.

NEWPORT, C. W., Co. Brant, Tp. Brantford. In which is the Main Station of Brantford, on the Buffalo and Lake Huron Rail.

NEW RICHMOND, C. E. A Tp. in Bonaventure, South Gaspe, fronting the Bay of Chaleurs. Traders from Quebec.

NEWRY, C. W., Co. Durham, Tp. Manvers. Go to Newcastle, on the G. T. R.

NEW SARUM, C. W., Co. Elgin, Tp. Yarmouth. In which is the Yarmouth Station of the London and Port Stanley Railway, which connects with the G. W. R. at London. Population about 50.

NEWSTADT, C. W., Co. Grey, Tp. Normanby. Go to Guelph, on the G. T. R., and thence by Owen Sound Stage.

NEWTOWN ROBINSON, C. W. A Village with Post-office, in Co. Simcoe, Tp. Tecumseth. Go to Bradford or Newmarket, on the Ontario, Simcoe, and Huron Rail from Toronto. Population about 100.

**NIAGARA,** C. W., Co. Lincoln. Separated by the Niagara River from the State of New York. Go by Steamers from Toronto, or G. W. R. via Hamilton.

**NICOLET,** C. E. A Town in District of Nicolet, skirting the South Shore of the St. Lawrence, nearly opposite Three Rivers, to which go by Montreal and Quebec Steamers. The nearest Station appears to be Arthabaska, on the G. T. R., Quebec and Richmond Section. Population about 1000.

NICHOL, C. W. A Tp. in Co. Wellington. For Post-offices and Villages, see Barnet and Cumnock.

NILESTOWN, C. W., Co. Middlesex, Tp. Dorchester, North. Go to Edwardsburg, on the G. W. R.

NISSOURI, C. W., Co. Middlesex, Tp. Nissouri West. Situated on the Junction of the G. W. R., between London and St. Mary, Blanshard. Go to London by the G. W. R.

NITHBURG, C. W., Co. Perth, Tp. North Easthope. Go to Shakespere as the nearest, but to Stratford Junction as the most convenient Station, both on the G. T. R.

NOBLETON, C. W., Co. York, Tp. King. In which is King Station of Ontario, Simcoe, and Huron Rail from Toronto.

NORHAM, C. W., Co. Northumberland, Tp. Percy. Go to Belleville, on the G. T. R., or to Brighton, on the same Railway Section.

NORMANBY, C. W. A Tp. in Grey Co. On the Guelph and Saugeen Road. Go to Guelph on the G. T. R., and thence by Stage.

NORMANDALE, C. W., Co. Norfolk, Tp. Charlotteville. On the Shore of Lake Erie. Go to Paris or Brantford, thence Stage to Simcoe, and on by hired conveyance.

NORMANTON, C. W., Co. Bruce, Tp. Saugeen. Go to Guelph, and thence by Stage, or to Windsor Terminus of the G. W. R., and thence by Steamer direct.

NORTH ADJALA, C. W., Co. Simcoe, Tp. Adjala. Go to Malton, on the G. T. R., Toronto and Stratford Section, and thence to Mono by Stage, or to Bradford Station, on the Ontario, Simcoe, and Huron Railway from Toronto.

NORTH ARTHUR. See Kenilworth.

NORTH AUGUSTA, C. W., Co. Grenville, Tp. Augusta. Go to Prescott, on the G. T. R., Montreal and Toronto Section, which is in the same Township, and also Junction of Ottawa Rail. Population about 280.

NORTH CROSBY, C. W. A Tp. in Co. Leeds. For Post-office, Town, etc., see Newboro'.

NORTH DOURO, C. W., Co. Peterborough, Tp. Douro. Go to Peterboro', the Terminus of the Junction Railway from Cobourg, on the G. T. R.

NORTH ELDON, C. W., Co. Victoria, Tp. Eldon. Go to Lindsay from Port Hope, on the G. T. R., by Port Hope and Lindsay Railway.

NORTH ELMSLEY. A Tp. in Lanark, in which is Smith's Falls, which see for Post-office, route, etc.

NORTH ELY, C. E., Co. Shefford. Go to Durham, on the G. T. R. Population about 100.

NORTH GEORGETOWN, C. E., Co. Chateauguay. In Beauharnois Parish. On South Shore of St. Lawrence, opposite St. Anne's Station on the G. T. R.

NORTH GLANFORD, C. W., Co. Wentworth, Tp. Glanford. Go to Middleport on the Buffalo and Lake Huron Railway.

NORTH GOWER, C. W., Co. Carleton, Tp. South Gower. Go to Kemptville or Osgoode on Prescott and Ottawa Railway from Prescott Junction of the G. T. R.

NORTH MONAGHAN, C. W. A Tp. in Peterborough Co., in which is the town of Peterborough, which see for Post-offices, route, etc.

NORTH PELHAM, C. W., Co. Welland, Tp. Pelham. Go to St. Catherine's, on the G. W. R.

NORTH PORT, C. W., Co. Prince Edward, Tp. Sophiasburg. A Port at which the Bay of Quinte Steamers touch daily, to and from Belleville and Kingston, both Stations on the G. T. R. Population about 140.

NORTH STANBRIDGE, C. E., Co. Missisquoi, Tp. Stanbridge, east of the River Richelieu. Go to St. John's, C. E., by the Champlain and St. Lawrence Railway, and cross River Richelieu, or go by Richelieu Steamers which ply to and from Montreal. Population about 50.

NORTH STUKELY, C. E., Co. Shefford, Tp. Stukely. Go to Richmond on the G. T. R., where the G. T. R. diverges to Quebec on the north-east, Montreal on the north-west, and to Portland on the south-east. Population about 125.

NORTH SUTTON, C. E., Co. Brome, Tp. Sutton. Go to Compton or Coaticook on the G. T. R.

NORTH WALSINGHAM, C. W., Co. Norfolk, Tp. Walsingham. Go to Paris on the G. W. R., or Brantford on Buffalo and Lake Huron Railway, and thence to Simcoe by Stage.

NORTH WATERLOO, C. W. A Tp. in Waterloo Co. For Villages and Post-office, see New Hope.

NORTH WILLIAMSBURG, C. W., Co. Dundas, Tp. Williamsburg, in which is the Williamsburg Telegraph Station, on the G. T. R. Population about 250.

NORTON CREEK, C. E., Co. Beauharnois. On South Shore of the St. Lawrence, opposite the St. Anne's Station of the G. T. R. Population about 50.

NORVAL, C. W., Co. Halton, Tp. Esquesing. Go to Georgetown, in same Tp., a Station on the G. T. R. Population about 350.

**NORWICH**, C. W. A Tp. (and Village with Money Order Office) in Co. Oxford. Go to Ingersolt or Woodstock on the G. W. R. Population about 700.

NORWOOD, C. W., Co. Peterborough, Tp. Asphodel. Go to Cobourg, and thence by Peterborough Junction. Cobourg is on the G. T. R. Population about 500.

NORWOOD, C. W. A Village on the Kingston Road, about 3 miles east of the city of Toronto, in York Township. No Post-office.

NOTTAWA, C. W. The Post-office in Nottawasaga, Tp. under this name is now called Bowmore, which see. Population about 300.

NOTTAWASAGA, C. W. A Tp. in Simcoe Co., and a Station on the Ontario, Simcoe, and Huron Railway, about 88 miles from Toronto.

NOTRE DAME DU PORTAGE, C. E. Near the River Madawaska, south of the St. Lawrence, below St. Thomas, which is now the Terminus of the G. T. R., and on the projected extension to Troi's Pistoles for New Brunswick and the British Seaboard. Population about 1000.

## O

OAKLAND, C. W. A Tp. in Brant Co. Go to Paris or Brantford on the Buffalo and Lake Huron Rail. Population about 200.

OAKRIDGES, C. W., Co. York, Tp. Whitchurch, in which Township are Aurora and Newmarket, both Stations on the Ontario, Simcoe, and Huron Rail, respectively distant 30 and 34 miles from Toronto.

**OAKVILLE**, C. W., Co. Halton, Tp. Trafalgar. A Town and Station on the G. W. R., 19 miles from Toronto. See preceding pages. Population about 2000.

OAKWOOD, C. W., Co. Victoria, Tp. Mariposa. Go to Lindsay by Rail from Port Hope on the G. T. R. Population about 80.

OBAN, C. W. See Plympton. Population about 50.

ODESSA, C. W., Co. Addington, Tp. Ernestown, in which is Ernestown Station on G. T. R. Population about 600.

OLDEN, C. W. A new Township. See Crown Lands for sale.

OMAGH, C. W., Co. Halton, Tp. Trafalgar. For Railway, see Oakville.

ONEIDA, C. W. A Tp. in Haldimand. Go to Caledonia on the Buffalo and Lake Huron Railway. Population about 250.

ONONDAGA, C. W. A Tp. in Brant Co., and a Railway Station on the Buffalo and Lake Huron Railway. Population about 300.

ONSLOW, C. E. A Tp. in Ottawa Co., on North Shore of River Ottawa, above Aylmer East, which see for Steamers and route.

ONTARIO, C. W., Co. Wentworth, Tp. Saltfleet. A Station on the G. W. R., 16 miles from Hamilton. Population about 150.

OPS, C. W. A Tp. in Victoria Co. For Post-office, etc., see Lindsay.

**ORANGEVILLE**, C. W., Co. Wellington, Tp. Garafraxa, on the Garafraxa Road from Guelph, to which go by G. T. R., and thence by Stage. Population about 500.

ORCHILL, C. W., Co. Huron, Tp. Morris. Go to Stratford Railway Junction by G. T. R., or by the Buffalo and Lake Huron Railway, and thence by Goderich Stage to Mitchell.

ORFORD, C. W., a Tp. in Kent Co. For Post-office, Railway route, etc., see Clearville.

**ORILLIA**, C. W., Co. Simcoe, Tp. Orillia, 28 miles from Barrie, to which go by Ontario, Simcoe and Huron Railway from Toronto, and thence by Stage, or in summer by same Railway to Belle Ewart, and thence by Steamer. Population about 500.

ORMSTOWN, C. E., Co. Chateauguay, Tp. Beauharnois, opposite Cedars and St. Anne's Stations on the G. T. R., (being on the South Shore of the St. Lawrence).

ORO, C. W. A Tp. in Simcoe Co. For route, see Orillia.

ORONO, C. W., Co. Durham, Tp. Clarke; in which Township is Newcastle Station on the G. T. R. Population about 800.

ORWELL, (formerly Temperanceville,) C. W., Co. Elgin, Tp. Yarmouth. Go to London on the G. W. R., and then by London and Port Stanley Junction. Population about 300.

OSBORNE, C. W., Co. Russell. A Tp. fronting South Shore of Ottawa River. Go to Ottawa by Junction from Prescott on the G. T. R. Population about 150.

OSGOODE, C. W. A Tp. in Carleton Co., on the Ottawa and Prescott Railway, 16 miles from Ottawa.

**OSHAWA,** C. W. A Town in Co. Ontario, Tp. Whitby. A Station on the G. T. R., 33 miles from Toronto. See preceding pages. Population about 3000.

OSPREY, C. W. A Tp. in Grey Co. Go to Nottawasaga Station on the Ontario, Simcoe, and Huron Rail, 88 miles from Toronto.

OSPRINGE, C. W., Co. Wellington, Tp. Erin. Go to Georgetown on the G. T. R., 30 miles from Toronto. Population about 25.

**OTONABEE,** C. W. A Town in Township of same name, in the Co. of Peterborough. See Peterborough.

**OTTAWA,** C. W. The Capital of Carleton Co., about 54 miles by Junction Railway from the G. T. R. at Prescott; also communication by Steamer from Montreal, and also from Pembroke. For further particulars, see elsewhere.

OTTERVILLE, C. W., Co. Oxford, Tp. Norwich. Which see.

OUISEAU, C. E., Co. Pontiac. On North Shore of Upper Ottawa, above Allumette Island. For route, see Aylmer East.

OUNGAH, C. W., Co. Kent, Tp. Chatham. In which is the Chatham Station of the G. W. R.

**OWEN SOUND,** C. W., Co. Grey, Tp. Sydenham. Route by Rail from Toronto to Collingwood 97 miles, (Ontario, Simcoe, and Huron Railway,) and thence by Canadian Steamer, or Stage in Winter, or go to Guelph, on the G. T. R., Toronto and Stratford Section, and thence by Stage through Fergus, Mount Forest, etc. Population about 2000.

OXFORD, C. W., Co. Grenville. A Tp. and Station on the Ottawa and Prescott Railway, 17 miles from Prescott Junction on the G. T. R.; (no Post-office under that name,) but see Kemptville and Bishop's Mills.

OXFORD CENTRE, C. W. In Township last noticed, and for which it is the Post-office address.

OXFORD MILLS, C. W. For route and situation, see preceding notice. A Post-office is attached, and is within Oxford Township. Population about 100.

OXFORD SOUTH, C. W., Co. Oxford. A distinct Township, in which is Eastwood, which see.

OXFORD NORTH, C. W., Co. Oxford. A distinct Township, in which is Ingersoll, a Town and Station on the G. W. R., which see.

OXFORD WEST, C. W., Co. Oxford. A Tp. in which is the Beachville Station of the G. W. R. and Sweaburg, which see, for routes and Post-offices.

OSNABRUCK, C. W. A Tp. in Stormont Co. Aultsville and Dickenson's Landing are both Stations on the G. T. R., and are situate in this Township. They are also Post-offices, as is Osnabruck Centre. Dickenson's Landing is the preferable Station.

## P

PAISLEY, C. W., Co. Bruce, Tp. Elderslie. A Tp. adjoining Saugeen. Go to Guelph, on G. T. R., and thence to Owen's Sound by Stage. Population about 150.

**PAKENHAM,** C. W. A Tp. in Lanark. South of the River Ottawa. Go to Fitzroy Harbour. See Aylmer East, for route. Population about 350.

**PALERMO,** C. W., Co. Halton, Tp. Trafalgar. Go to Oakville, on the G. W. R. Population about 200.

PAPINEAUVILLE, C. E., Ottawa Co. In Petite Nation Tp., fronting the North Shore of the Ottawa, between Grenville and Carrillon. Go to Montreal for Steamer to Grenville. Population about 150.

**PARIS,** C. W., Co. Brant, Tp. Dumfries, South. The Station where the G. W. R., and the Buffalo and Lake Huron Railways intersect. See preceding pages. Population about 2000.

PARMA, C. W., Co. Lennox, Tp. Fredericksburg. Go to Napanee, on the G. T. R.

PASBEBIAC, C. E., Co. Bonaventure. South of the Gaspe District, on the Bay of Chaleurs. Traders from Quebec. Population about 200.

PEEL, C. W. A Tp. in Wellington Co. For Towns, Route, Villages, and Post-offices, see Allansville, Alma, and Drayton.

PEFFERLAW, C. W., Co. York, Tp. Georgina. On South Shore of Lake Simcoe. Go to Holland Landing, on Ontario, Simcoe, and Huron Railway from Toronto City. Population about 100.

PELHAM, C. W., Co. Welland. A Tp. For Post-offices, route, etc., see Fenwick, Fonthill, and Pelham Union.

PELHAM UNION, C. W., Co. Welland, Tp. Pelham. Go to Port Dalhousie by Steamer from Toronto, or by G. W. R. to St. Catharine's or Jordan, Hamilton and Niagara Section.

**PEMBROKE,** C. W., Co. Renfrew. Proposed Terminus of Brockville and Arnprior Railway. On the South Shore of the Ottawa, about 90 miles above Ottawa City. For Steam route, see Aylmer East. Population about 700.

**PENETANQUISHENE,** C. W. An old British Fort, on South-east Shore of the Georgian Bay. Go to Barrie, on Ontario, Simcoe, and Lake Huron Railway from Toronto, and thence by Stage about 30 miles, or to Collingwood, the Terminus of the same Rail, and thence by Trading Schooner. Population about 350.

PENVILLE, C. W., Co. Simcoe, Tp. Tecumseth. Go to Newmarket or Bradford, on Ontario, Simcoe, and Huron Rail from Toronto.

PERCE, C. E. A Tp. in Gaspe District. On the South Shore of the St. Lawrence, facing the Gulf of St. Lawrence. Traders from Quebec. Population about 1500.

PERCY, C. W. A Tp. in Northumberland Co. For Post-office, etc., see Norham. Population about 400.

PERRYTOWN, C. W., Co. Durham, Tp. Hope. Go to Port Hope, on the G. T. R. Population about 100.

**PERTH,** C. W., Co. Lanark, Tp. Drummond. A County and Assize Town. On the Brockville and Arnprior Railway now forming. Go to Brockville, on the G. T. R., Montreal and Toronto Section, and thence by Stage through Smith Falls, about 44 miles good road. Population about 2500.

**PETERBOROUGH,** C. W., Co. Peterborough, Tp. North Monaghan. The County and Assize Town of Peterborough County. Go to Cobourg, on the G. T. R., and thence by Branch Railway to Peterborough. See preceding pages. Population about 4000.

PETERSBURG, C. W., Co. Waterloo, Tp. Wilmot. A Station on the G. T. R., 69 miles from Toronto. Population about 350.

PETITE NATION, C. E. A Tp. in Ottawa Co., between Grenville and Carrillon. For Villages, Post-offices, and route, see Montibello, Papineauville, St. Andre Avelin, and St. Angelique.

**PHILLIPSBURG EAST,** C. E., Co. Missisquci, Tp. St. Armand. On the boundary separating Canada from the State of Vermont. St. John's on the west side of the Richelieu River appears to be the nearest Railway Point. Population about 500.

PHILLIPSBURG, C. W., Co. Waterloo, Tp. Wilmot. Go to Petersburg (in the same township) by the G. T. R. Population about 160.

PHILLIPSVILLE, C. W., Co. Leeds, Tp. Bastard. Go to Lyn, on the G. T. R., and thence by road North.

**PICKERING,** C. W. A Tp. in Co. Ontario, with Post-office and Money Order of the same name, and in which are the following Stations of the G. T. R.: Port Union, 17 miles from Toronto, and Frenchman's Bay, 21 miles.

PICTON, C. W. The County and Assize Town of Prince Edward's Co. Go to Belleville from the west and Kingston from the east, both Stations on the G. T. R., and from either Station by Bay of Quinte Steamer. See preceding pages. Population about 2000.

PIERCEVILLE, C. E. A Tp. in Yamaska, on the South Shore of Lake St. Peter, on the River St. Lawrence. No Railway can be named as near. Go to Quebec or Montreal, and thence by Steamer.

PIGEON HILL, C. E. In Missisquoi, Tp. St. Armand, on the boundary of the State of Vermont. Nearest Railway, Point Lacolle Station, 38 miles from Montreal, on Rouse's Point Railway.

PILKINGTON, C. W. A Tp. in Wellington Co. For Town, Route, and Post-office, see Elora.

**PIKE RIVER,** C. E., Co. Missisquoi, Tp. Stanbridge. Go by Montreal and Rouse's Point Railway to Lacolle, 38 miles from Montreal.

PINE ORCHARD, C. W., Co. York, Tp. Whitchurch, in which Township are Aurora and Newmarket, both Stations on the Ontario, Simcoe, and Huron Rail from Toronto.

PINE RIVER, C. W., Co. Bruce, Tp. Huron, fronting Lake Huron. Go to Goderich, 44 miles from Stratford, the Junction of the Toronto and Stratford Sec-

tion of the G. T. R. and of the Buffalo and Lake Huron Rail.

PITTSBURG, C. W. A Tp. in Frontenac Co. For Route, Post-offices, and Villages, see Brewer's Mills, Birmingham, and Pitt's Ferry.

PLANTAGENET, C. W. A Tp. in Prescott, North of Cornwall, to which go by the G. T. R.

PLATTSVILLE, C. W., Co. Oxford, Tp. Blenheim, is a Station on the Buffalo and Lake Huron Railway, 15 miles from Paris Junction. Population about 500.

PLYMPTON, C. W. A Tp. in Lambton Co. For Route, Villages, and Post-offices, see Erroll and Hillsborough.

POINT ABINO, C. W., Co. Welland, Tp. Bertie. Go to Fort Erie on Buffalo and Lake Huron Railway.

POINT ALEXANDER, C. W., Co. Renfrew, Tp. Ross, on the South Shore of Upper Ottawa. See Aylmer East.

POINT AU CHENE, C. E., Co. Argenteuil, on North-east Shore of Lower Ottawa. Go to St. Anne's on the G. T. R.

POINT AUX ANGLAIS, C. E., Co. Two Mountains, near the confluence of the Rivers Ottawa and St. Lawrence. Go to St. Anne's on the G. T. R., or Point Claire, 15 miles from Montreal.

POINT AUX TREMBLES, C. E., Co. Hochelaga, in Isle of Montreal. Go to Montreal.

POINT AUX TREMBLES, C. E., Co. Portneuf, near Cape Sante, on the North Shore of the St. Lawrence, about 20 miles above Quebec.

POINT CLAIRE, C. E., Co. Jacques Cartier. A Station on the G. T. R., 15 miles from Montreal, (Toronto Section).

POINT DU LAC, C. E., Co. St. Maurice, on the North Shore of the St. Lawrence, at the east end of Lake St. Peter, near the Three Rivers, at which the Quebec and Montreal Steamers call.

POINT FORTUNE, C. E., Co. Vandreuil, in Rigaud, on the South-west Shore of the Ottawa. Go to Vandreuil by the G. T. R., 24 miles from Montreal. Population about 150.

POINT LEVI, C. E., Co. Levi, Tp. Lawzon. The Terminus of the G. T. R., opposite the City of Quebec. Population about 4500.

POINT LEVI EAST, C. E. See Point Levi.

POINT PLATON, C. E., Co. Lotbinere, Tp. St. Croix. On South Shore of the St. Lawrence, nearly opposite Three Rivers, at which the Montreal and Quebec Steamers call.

POINT ST. PETER, C. E., Co. Gaspe, Tp. Malbaie a point dividing Gaspe from Mal Bay on the Lower St. Lawrence, near the Gulf.

PONTIAC MILLS, C. E., Co. Pontiac, Tp. Onslow, on North Shore of Ottawa River. Go to Ottawa City by the Railway from Prescott Junction of the G. T. R., and thence by Stage to Aylmer East.

PORTAGE DU FORT, C. E., Co. Pontiac, Tp. Litchfield, north of the Grand Calumet Island on the Upper Ottawa. For route, see Aylmer East.

PORT ALBERT, C. W., Co. Huron, Tp. Ashfield, fronting Lake Huron. Go to Goderich, 44 miles from Stratford, the Junction of the Buffalo and Lake Huron and G. T. Railways.

PORT AU PERSIL, C. E., Co. Charlevoix, Tp. Mount Murray, on North Shore of the St. Lawrence, about 80 miles below Quebec, near Murray Bay, where the Lower St. Lawrence Steamers call.

PORT BRUCE, C. W., Co. Elgin, Tp. Malahide. Go to Port Stanley, now connected with the G. W. R. by Branch Railway to London. Population about 200.

PORT BURWELL, C. W., Co. Elgin, Tp. Bayham, adjoining Township to Malahide. See Port Bruce for route. Population about 900.

**PORT COLBORNE,** C. W., Co. Welland, Tp. Humberstone. A Station fronting Lake Erie on Buffalo and Lake Huron Railway, 64 miles from Paris Junction of the G. W. R., and 96 miles from Stratford Junction of the G. T. R. Population about 800.

PORT CREDIT, C. W., Co. York, Tp. Etobicoke. A Station, 12¼ miles from Toronto City, on G. W. R. Population about 400.

**PORT DALHOUSIE,** C. W., Co. Lincoln, Tp. Grantham. A Port on North Shore of Lake Ontario, opposite Toronto, now connected by a Railway Branch with the G. W. R. Population about 800.

PORT DANIEL, C. E. A Tp. in Bonaventure, at entrance of the Bay of Chaleurs from the Gulf of St. Lawrence. Traders from Quebec.

**PORT DOVER,** C. W., Co. Norfolk, Tp. Woodhouse. A Port on North Shore of Lake Erie. Go to Simcoe by Stage from Brantford, and thence on. Population about 900.

PORT ELMSLEY, C. W., Co. Lanark, Tp. Elmsley. Go to Kingston by the G. T. R., and thence by Rideau Canal Steamers, through Smith Falls, or to Brockville by same section of the G. T. R., and on by Smith Falls' Stage.

PORT HOOVER, C. W., Co. Durham, Tp. Cartwright. Go to Bowmanville on the G. T. R., 43 miles from Toronto. Population about 100.

**PORT HOPE,** C. W., Co. Durham, Tp. Hope. A main and Telegraph Station on the G. T. R., 62 miles from Toronto; a leading Port on Lake Ontario, at which the Royal Mail Steamers regularly call daily; also Steamers for Rochester, N. Y. Branch Railway from hence to Lindsay. See preceding pages. Population about 5000.

PORTLAND, C. W. A Tp. in Frontenac Co. For Route, Villages, and Post-offices, see Harrowsmith and Murvale.

PORTLAND, C. W., Co. Leeds, Tp. Bastard. Go to Landsdowne on the G. T. R., 155 miles from Montreal. Population about 150.

PORT MAITLAND, C. W., Co. Haldimand, Tp. Sherbrooke, a port on Lake Erie. Go to Dunnville Station on the Buffalo and Lake Huron Rail, 45 miles from Paris Junction of the G. W. R., and 77 miles from Stratford Junction of the G. T. R. Population about 50.

PORT MILFORD, C. W., Co. Prince Edward, Tp. Marysburg. Milford fronts Lake Ontario; but the Steamers call at Picton, on Bay of Quinte. See Picton for direct route.

PORT NELSON, C. W., Co. Halton, Tp. Nelson. A Port on Lake Ontario. Go to Wellington Square, a Station of the G. W. R., in the same Township, 7 miles from Hamilton.

PORTNEUF, C. E. A Port in Co. Portneuf, on North Shore of St. Lawrence, about 30 miles above Quebec. Steamers pass near Cape Sante. Population about 750.

PORT PERRY, C. W., Co. Ontario, Tp. Reach. Go to Whitby, on the G. T. R., about 30 miles from Toronto.

**PORT ROBINSON,** C. W., Co. Welland, Tp. Thorold. A thriving business place. Money Order Office. Go to Thorold, a Station on the G. W. R., about 34 miles from Hamilton City.

**PORT ROWAN,** C. W., Co. Norfolk, Tp. Walsingham. A Port on Lake Erie. Go to Simcoe by Brantford Stage from Brantford Station of the Buffalo and Lake Huron Railway. Population about 450.

PORT ROYAL, C. W., Co. Norfolk, Tp. Walsingham. See Port Rowan.

PORT RYERSE, C. W., Co. Norfolk, Tp. Woodhouse. A Port on Lake Erie, South of Simcoe, the County Town, to which go by Stage from Brantford Station, on the Buffalo and Lake Huron Railway.

PORTSMOUTH, C. W., Co. Frontenac, Tp. Kingston. A Suburb of the City of Kingston with daily Stage connection. Go to Kingston City by Steamers from Montreal, Toronto, and Cape Vincent, or by G. T. R. Population about 600.

PORT ST. FRANCIS, C. E. In Nicolet. A Port on the South Shore of St. Lawrence, at the East end of Lake St. Peter, 83 miles below Montreal, a usual place of call for the Quebec and Montreal Steamers, about 25 miles distant from Arthabaska, on the G. T. R.

**PORT SARNIA,** C. W., Co. Lambton, Tp. Sarnia. The Port on Lake Huron, destined as the Terminus of the G. T. R. and G. W. R. Go to Stratford by the Buffalo and Lake Huron, or by the G. T. R., Toronto and Stratford Section. A Branch of St. Mary's from London, on the G. W. R., is near completion.

**PORT STANLEY,** C. W., Co. Elgin, Tp. Yarmouth. A leading Canadian Port on Lake Erie for the City of London, with which it is now connected by Branch Railway. Go to London by G. W. R. Steamer from here to Cleveland, Ohio, 3 times weekly.

PORT UNION. A Station on the G. T. R., 17 miles from Toronto City, between Scarborough East and Pickering. (No Post-office under that name.) Population about 30.

PORT TALBOT, C. W., Co. Elgin, Tp. Dunwich. Go to Ekfrid, on the G. W. R., about 95 miles from Hamilton City.

POTTON, C. E. A Tp. in Brome Co. See South Potton.

**PRESCOTT,** C. E., Co. Grenville, Tp. Augusta. A Main and Telegraph Station of the G. T. R. and Junction of the Ottawa Railway, 54 miles from Ottawa City, 213 miles from Montreal, and 220 miles from Toronto, opposite Ogdensburg, which is the Terminus of the Northern Railway from Rouse's Point; also Port on St. Lawrence, at which all Canadian Steamers call. See preceding pages. Population about 4000.

**PRESTON,** C. W., Co. Waterloo, Tp. Waterloo. Go to Paris by the G. W. R., or by the Buffalo and Lake Huron, and thence by G. W. R. Branch for Preston and Galt. Population about 1800.

PRICEVILLE, C. W., Co. Grey, Tp. Artemesia. In the centre of the North-west District or line of proposed Central Railway from Toronto to Owen's Sound. No Station at present adjacent, but Collingwood or Nottawasaga, both on the Ontario, Simcoe, and Huron Railway from Toronto, would prove most eligible.

PRINCETON, C. W., Co. Oxford, Tp. Blenheim. A Station on the G. W. R., about 7 miles from Paris Junction of G. W. R. and Buffalo and Lake Huron Railway.

PROSPECT, C. W., Co. Lanark, Tp. Beckwith. Go to Smith's Falls by Rideau Steamers from Kingston, C. W., or by Stage from Brockville, on the G. T. R. Population about 75.

PROTON, C. W. A Tp. in Grey. Go to Guelph, on the G. T. R., and thence by Stage North.

PUSLINCH, C. W. A Tp. in Wellington, close to Guelph, to which go by G. T. R.

## Q

**QUEBEC,** C. E. For description, see elsewhere.

QUEBEC COUNTY, C. E., with Quebec City as the Capital—fronts the St. Lawrence on the South—is bounded on the North by Chicoutimi, and the unsettled district of Lake Quinquamacksis, on the West by County Portneuf, and on the East by County Montmorenci.

QUEENSBOROUGH, C. W., Co. Hastings, Tp. Elzevir. Go to Madoc by Stage from Belleville, which is a Main Station on the G. T. R. Section, 220 miles from Montreal.

QUEENSTON, C. W., Co. Welland, Tp. Niagara. Go to Niagara by G. W. R., about 43 miles from Hamilton, and thence by Erie and Ontario Railway to Queenston, 8 miles, or go by Steamer Zimmerman from Toronto.

QUEENSVILLE, C. W., Co. York, Tp. East Gwillimbury. Go to Holland Landing, which is a Station in the same Township on the Ontario, Simcoe, and Huron Railway from Toronto.

## R

RAGLAN, C. W., Co. Ontario. In Whitby Township, in which is the Port Whitby Station of the G. T. R. Population about 300.

RAILTON, C. W., Co. Frontenac. Go to Kingston by the G. T. R., Montreal and Toronto Section, or by Steamers from East and West, and across from Cape Vincent. Population about 100.

RAINHAM AND RAINHAM CENTRE, C. W., Co. Haldimand, both in Rainham Tp., fronting Lake Erie. Go to Cainville or Dunnville by the Buffalo and Lake Huron Railway. Population about 200.

RAPIDES DES JOIACHIMS, C. E., Co. Pontiac, Tp. Aberdeen. Above Pembroke, with communication from Aylmer East (which see), by the Upper Ottawa Union Forwarding Company. Population about 60.

RATHO, C. W., Co. Oxford, Tp. Blandford. Go to Princeton, on the G. W. R., or to Plattsville, on the Buffalo and Lake Huron Railway.

RAVENSWOOD, C. W., Co. Lambton, Tp. Bosanquet, fronting Lake Huron, in Port Sarnia District. Railway incomplete. See St. Mary's, Blanshard, or Stratford.

RAWDON, C. E. A Tp. in Montcalm, on North Shore of St. Lawrence, in St. Maurice District. Go to Montreal by G. T. R., or Steamers from Quebec and Toronto. Population about 2500.

REACH, C. W. A Tp. in Co. Ontario. Go to Port Whitby, on the G. T. R.

READING, C. W., Co. Wellington, Tp. Garafraxa. Go to Rockwood, on the G. W. R., or to Guelph, and thence by Garafraxa Gravel Road. Population about 20.

REAR OF CHATHAM, C. E. A Tp. in Argenteuil. For route, etc., see Dalesville.

REDNERSVILLE, C. W., Co. Prince Edward. In the Tp. of Ameliasburg, which see. Population about 100.

**RENFREW,** C. W., Co. Renfrew. A rising Village in a new-settled District, with Money Order Office, etc., in the Township of Horton. Go to Ferrall's Landing or Bonne Chere Point on Upper Ottawa. For route, see Aylmer East; see also "Free Grant Lands, named as the Capital Town for the County Renfrew. Population about 450.

REPENTIGNY, C. E. In L'Assumption. On North Shore of the St. Lawrence, near Montreal, to which go.

RESTIGOUCHE, C. E. At the upper end of the Bay of Chaleurs. For Post-office, etc., see Cross Point.

RICEVILLE, C. W., Co. Prescott, Tp. Plantagenet, which see. Population about 100.

RICHMOND, C. W. A Tp. in Lennox. For principal Town and Railway Station, see Napanee; also, for Post-offices, see Roblin, Selby, and Bowen. Population about 2200.

**RICHMOND HILL,** C. W., Co. York, Tp. Vaughan. On the Ontario, Simcoe, and Huron Rail. Stages also run from Toronto daily, except Sundays. Population about 900.

RICHMOND WEST, C. W., Co. Carleton, Tp. Goulborne. Go to Kelly's Station or North Osgoode by the Ottawa and Prescott Railway, from the G. T. R. at Prescott, or by Rideau Canal Steamers that ply between Kingston, Smith's Falls, and Ottawa. Population about 600.

RICHVIEW, C. W., Co. Peel, Tp. Toronto Gore. Go to Malton by the G. T. R., Toronto and Stratford Section, or to Mimico, on the G. W. R. The Township being in the vicinity of Toronto City, between the two Railways mentioned. Population about 40.

RICHWOOD, C. W., Co. Oxford, North Riding, Tp. Blenheim. Go to Drumbo, on the Buffalo and Lake Huron Railway, 9 miles from the Paris Junction of that Railway and the G W. R. Population about 150.

RIDGETOWN, C. W., Co. Kent, Tp. Howard. Go to Thamesville, on the G. T. R. Population about 300.

**RIGAUD,** C. E. A Tp. in Vandreuil, between the Ottawa and St. Lawrence Rivers. Go to Vandreuil, on the G. T. R. Population about 500.

**RIMOUSKI,** C. E. A Town and Tp. in Co. Rimouski, fronting the St. Lawrence, below the confluence of the Saguenay, on the proposed continuation of the G. T. R. from St. Thomas to Nova Scotia. Vessels from Quebec. Population about 5000.

RINGWOOD, C. W., Co. Whitchurch, Tp. Whitchurch. In which are Aurora, Newmarket, both Stations on the Ontario, Simcoe, and Huron Railway from Toronto. Population about 200.

RIVER DAVID, C. E. A Post-office in Yamaska. Near a Tributary to the River St. Francis, which flows into Lake St. Peter (St. Lawrence), between Montreal and Three Rivers. Population about 5000.

RIVER DESERT, C. E., Co. Ottawa. On the North Shore of Ottawa River. Go to Petite Nation by Steamer from Montreal.

RIVER ST. LOUIS, C. E. In St. Louis, Co. Beauharnois. On the South Shore of the St. Lawrence a little above Montreal, opposite St. Ann's, to which go by G. T. R.

RIVERSDALE, C. W., Co. Bruce, Tp. Greenock. Near Saugeen. Go to Guelph by the G. T. R., and thence North by Stage. Population about 50.

RIVIERE AUX CANARDS, C. E. In Charlevoix. On the North Shore of the St. Lawrence, near the confluence of the Saguenay, about 90 miles below Quebec. Steamers pass.

RIVIERE DES PRAIRIES, C. E. In Isle of Montreal. On the St. Lawrence, dividing the Isle of Jesus from Isle of Montreal. Go to Montreal by Steamer or G. T. R. Population about 500.

**RIVIERE DU LOUP,** en bas, C. E. A favourite

Watering Place on the South Shore of the St. Lawrence, in Temiscouata; where the River is 20 miles in width, being nearly opposite the mouth of the Saguenay, 100 miles below Quebec. Go by the Saguenay and Lower St. Lawrence. Steamers from Quebec. This is the present Terminus of Electric Telegraph communication, from whence the arrival of the Canadian Mail Steamers is announced, as they arrive from Liverpool. Population about 2000.

RIVIÈRE DU LOUP EN HAUT, C. E. In Maskinonge District. On the North Shore of the St. Lawrence, forming part of the St. Maurice Section of the country, fronting Lake St. Peter, about 9 miles above Three Rivers; a Port for the Quebec and Montreal Steamers, which usually call there.

RIVIÈRE OUELLE, C. E. In Kamouraska. On the South Shore of the St. Lawrence, about 50 miles below St. Thomas, the Eastern Terminus of the G. T. R. from Quebec. Population about 2300.

ROBINSON, C. E., Co. Compton, Tp. Bury. Go to the East of Sherbrooke, which Station on the G. T. R. affords best communication. Population about 100.

ROBLIN, C. W., Co. Lennox, Tp. Richmond. Go to Napanee, on the G. T. R.

ROCHESTER, C. W. A Tp. in Essex Co. Go to Puce, on the G. W. R., about 13 miles from the Terminus at Windsor.

ROCKFORD, C. W., Co. Norfolk, Tp. Townsend. Go to Brantford, on the Buffalo and Lake Huron Railway, and thence by Simcoe Stage.

ROCKTON, C. W., Co. Wentworth, Tp. Beverley. Go to Dundas, on the G. T. R., 4½ miles from the City of Hamilton. Population about 150.

ROCKWOOD, C. W., Co. Wellington, Tp. Eramosa. A Station on the G. T. R., 42 miles from Toronto, and 8 miles from Guelph. Population about 400.

ROLPH, C. W. A Tp. in Renfrew Co. For Post-office, route, etc., see Point Alexander.

ROLPH, C. W., Co. Norfolk, Tp. Middleton. Lying South of the G. W. R. some 20 miles. Try Ingersoll Station on that Railway, 19 miles east of London, and 29 West of Paris Junction.

ROCKPORT, C. W., Co. Leeds, Tp. Escott. Go to Mallory Town, on the G. T. R.

ROMNEY, C. W. A Tp. in Kent Co., fronting Lake Erie. Go to Belle River or Baptiste Creek, both Stations on the G. W. R., near Windsor.

RONDEAU, C. W., Co. Kent, Tp. Harwich. Go to Chatham, on the G. W. R.

ROSEBANK, C. W., Co. Brant, Tp. Brantford. Go to Brantford, on the Buffalo and Lake Huron Railway.

ROSETTA, C. W., Co. Lanark, Tp. Lanark. Go to Brockville, on the G. T. R., and by Stage to Perth. Population about 60.

ROSEVILLE, C. W., Co. Waterloo, South Riding, Tp. North Dumfries. Go to Paris Junction of the Buffalo and Lake Huron and G. W. Railways. Population about 75.

ROSLIN, C. W., Co. Hastings, Tp. Thurlow. Go to Belleville, on the G. T. R.

ROSS, C. W. A Tp. in Renfrew Co. On the South Shore of the Upper Ottawa, on the projected line of Railway from Arnprior to Pembroke. For present route, see Aylmer East.

ROTHSAY, C. W., Co. Wellington, Tp. Maryborough. Go to Guelph, on the G. T. R., and thence by O'Neil's Stages for all places North-west.

ROUGE HILL, C. W., Co. Ontario, Tp. Pickering. Go to Frenchman's Bay, 21 miles from Toronto, on the G. T. R. Population about 50.

ROUGEMONT, C. E., Co. Rouville, Tp. St. Cæsaire. Go to St. Hillaire, on the G. T. R. Population about 250.

ROUVILLE, C. E. See Abbotsford, Rougemont, and St. Cæsaire. Villages and Post-offices in the District elsewhere noticed.

ROWAN MILLS, C. W., Co. Norfolk, Tp. Walsingham. Near Lake Erie, South of any Railway. Go to Brantford, on the Buffalo and Lake Huron, and thence by Stage to Simcoe. Population about 130.

ROXBOROUGH AND ROXBOROUGH WEST. Two adjoining Townships in Co. Stormont. Go to Cornwall, on the G. T. R. Population about 2500.

ROXTON, C. E., commonly called South Roxton, which see.

ROXTON FALLS, C. E., Co. Shefford, Tp. Roxton. Go to Acton, on the G. T. R., 49 miles from Montreal. Population about 500.

RUSSELL, C. W. A Tp. in Co. Russell. Go to Dickenson's Landing or Cornwall, both Stations on the G. T. R.

RUSSELL TOWN, C. E., Co. Chateauguay. Go to Sherrington Station, 32 miles from Montreal, on the Montreal and Plattsburg Rail.

RYCKMAN'S CORNERS, C. W., Co. Wentworth, Tp. Glanford. Go to Middleport, on the Buffalo and Lake Huron Railway.

## S

ST. ADÈLE, C. E., Co. Terrebonne, Tp. Abercrombie. North of Isle Jesus, opposite Montreal. Go to Montreal by Steamer or G. T. R. Population about 1400.

ST. AGATHA, C. W., Co. Waterloo, South Riding, Tp. Wilmot. Go to Petersburg, on the G. T. R. Population about 700.

ST. AIME, C. E., Co. Richelieu. Go to Sorel, on the St. Lawrence, at the confluence of River Richelieu and St. Lawrence, by the Steamers that ply between Montreal and Quebec. Population about 500.

ST. ALEXANDRE, C. E., Co. Kamouraska. On South Shore of St. Lawrence, below Quebec about 70 miles. St. Thomas Station, 44 miles below Quebec, on the G. T. R., is the nearest Railway point. Population about 1000.

ST. ALEXANDRE, C. E., Co. Iberville. Go to St. John's, on opposite Shore of River Richelieu, on the Champlain and St. Lawrence Railway, 21 miles from Montreal. Population about 200.

ST. ALEXIS, C. E., Co. Montcalm, Tp. St. Sulpice. In the St. Maurice Section, North of the St. Lawrence, nearly opposite Montreal, and near Assumption, to which go. Population about 1500.

ST. ALPHONSE, C. E., Co. Joliette, North of St. Lawrence, in the St. Maurice district, at the back of Berthier en haut, which see. Population about 1700.

ST. ANDRE, Co. Kamouraska, fronting South Shore of the St. Lawrence, opposite Murray Bay, to which go by Steamers from Quebec. Steamers usually call at Kamouraska.

ST. ANDRE AVELIN, C. E., Co. Ottawa, Tp. Petite Nation. On North-east Shore of Lower Ottawa. Go by Steamers from Montreal. Population about 125.

ST. ANDREW'S EAST, C. E., Co. Argenteuil. Railway projected. On North-east Shore of River Ottawa, near confluence with the St. Lawrence. Steamers touch on the way to and from Montreal. Population about 1250.

ST. ANDREW'S WEST, C. W., Co. Stormont, Tp. Cornwall. Go to Cornwall, on the G. T. R., 68 miles from Montreal, 7 miles from Cornwall.

ST. ANGELIQUE, C. E., Co. Ottawa, Tp. Petite Nation. On North-east Shore of Ottawa River. Go by Steamer from Montreal.

ST. ANICET, C. E., Co. Huntingdon, in Godmanchester, which see.

ST. ANNE BOUT DE L'ISLE, C. E. In Jacques Cartier, Isle of Montreal, on the St. Lawrence. A Station on the G. T. R., 21 miles from the City.

ST. ANNE DE LA PARADE, C. E. In Champlain. Go to Mooer's Junction, on Montreal and Plattsburg Rail, 47 miles from Montreal.

ST. ANN DES MONTES, C. E. A Settlement. In Gaspe or Cape St. Anne, on South Shore of St. Lawrence, near Cape Chatts. Go by Steamers or Traders from Quebec, about 170 miles. Population about 13000.

ST. ANN DES PLAINES, C. E. In Terrebonne, on North Shore of the St. Lawrence, opposite Isle Jesus. Go to Montreal by Steamer or G. T. R. Population about 2000.

ST. ANNE LA POCATIÈRE, C. E. In St. Anne's Bay, in Kamouraska. A Settlement on the South Shore of the St. Lawrence. Steamers touch at Kamouraska, and occasionally at St. Anne, from Quebec; and St. Thomas Station of the G. T. R. is about 25 miles distant.

ST. ANNE'S, C. W., Co. Lincoln, Tp. Gainsborough. Go to Beamsville, on the G. W. R. Population about 150.

ST. ANSELME, C. E. In Dorchester Co. Go to Craig's Road Station of the G. T. R., 15 miles from Point Levi. Population about 3000.

ST. ANTOINE LOTBINIÈRE, C. E. In Lotbinière, on South Shore of St. Lawrence, 15 miles above

Quebec, to which go by Steamer or by G. T. R., to Craig's Road Station, 15 miles from Point Levi.

ST. ANTOINE, RIVER RICHELIEU, C. E., Co. Verchères. On the South of St. Lawrence, below Montreal. Go to St. Hillaire by the G. T. R., 17 miles from Montreal.

ST. ARMAND CENTRE, C. E. In Missisquoi, on the borders of the State of Vermont. Go to Compton, on the G. T. R., Montreal and Portland Section, 110 miles from Montreal, thence to Charleston 5 miles, to Stanstead Plain 14 miles.

ST. ARMAND'S. See Frelicksburg and St. Armand Centre. Population about 100.

ST. ARSENE, C. E. In Temiscouata Co., near Cacouna, where the Steamers touch from Quebec, and where there is accommodation. Population of Parish about 2500.

ST. ATHANASE, C. E. A Tp. in Iberville. Go to St. John's Station, on the Champlain and St. Lawrence, 21 miles from Montreal, and cross River Richelieu. Population about 1800.

ST. AUGUSTIN, C. E. In Portneuf, on Shore of St. Lawrence, 10 miles above Quebec.

ST. AUGUSTIN TWO MOUNTAINS, C. E., Two Mountains Co. On Lower Ottawa, near confluence with St. Lawrence. Go to Montreal or St. Anne's, on the G. T. R., Montreal and Toronto Section.

ST. BARNABE, C. E. A Tp. in St. Maurice. On North Shore of the St. Lawrence. Go to Three Rivers as the nearest Port at which Steamers touch between Montreal and Quebec. Population about 1600.

ST. BARNABE, C. E. On River Yamaskè, in St. Hyacinthe Co. Go to St. Hillaire, on the G. T. R., Montreal and Portland Section, about 17 miles from Montreal. Population about 60.

ST. BARTHELAME IN BERTHIER, C. E. On the North Shore of the St. Lawrence, opposite Sorel, at which Port the Quebec and Montreal Steamers touch. Population about 2500.

ST. BAZILE, C. E. In Portneuf, on North Shore of St. Lawrence, between Quebec and Three Rivers, at which Port the Montreal and Quebec Steamers call. Population about 1000.

ST. BENOIT, C. E. In Two Mountains, fronting the confluence of the Ottawa and St. Lawrence, opposite Isle of Jesus. Go to Montreal by Steamer and Rail. Population about 1600.

ST. BERNARD, C. E. In Co. Dorchester. Go to Craig's Road Station, on the G. T. R. Population about 1500.

ST. BRIGIDE, C. E., Co. Iberville, Tp. Monoir. Go to St. Hillaire, on the G. T. R. Population about 75.

ST. BRUNO, C. E. In Co. Chambley. Go to Longeuil, on the G. T. R. Terminus.

ST. CASIMIR, C. E. In Co. Portneuf. See St. Bazile.

ST. CATHARINE'S EAST, C. E. In Co. Portneuf, Tp. Fossambault. On River Jacques Cartier, about 9 miles from Les Ecuriels (the Port at the confluence of that River and the St. Lawrence), which is 25 miles above Quebec. Population about 50.

**ST. CATHARINE'S WEST,** C. W., Co. Lincoln, Tp. Grantham. A Steamer from Toronto, or the G. W. R. from Hamilton and Niagara to St. Catharine's Station, 114 miles from Niagara, and 32 from Hamilton. See preceding pages.

ST. CELESTIN, C. E. In Nicolet Co., fronting the St. Lawrence, on the South Shore, opposite Three Rivers, where the Quebec and Montreal Steamers call. Population about 1300.

ST. CÆSAIRE, C. E. In Co. Rouville. Go to St. Hillaire Station of the G. T. R. Population about 1500.

ST. CHARLES (on River Richelieu), C. E., Co. St. Hyacinthe, Tp. St. Charles. Go to St. Hillaire, on the G. T. R. Population about 400.

ST. CHARLES (River Boyer), C. E. In Bellechasse. A Station on the St. Thomas Section of the G. T. R., 25 miles below Quebec. Population about 2350.

ST. CHRISTOPHE (L'Arthabaska), C. E. In Co. Arthabaska. Go to Arthabaska Station, on the G. T. R., Quebec and Richmond Section, 32 miles north of Richmond Junction, and 64 miles from Quebec (Point Levi). Population about 250.

ST. CLAIRE, C. E. A Tp. in Dorchester Co. Chaudière Junction and Craig's Road are the Stations on the Quebec and Richmond Section of the G. T. R. for Co. Dorchester. Population about 2500.

ST. CLEMENT'S, C. W., Co. Waterloo, North Riding, Tp. Wellesley. Go to Petersburg, on the G. T. R. Population about 100.

ST. CLET, C. E. In Vandreuil. Go to Vandreuil Station, on the G. T. R., 24 miles west of Montreal.

ST. COLUMBIN, C. E. In Two Mountains, fronting the confluence of the Ottawa and St. Lawrence Rivers. Go to St. Anne's (as nearest Station) on the G. T. R., 21 miles west of Montreal.

ST. CONSTANT, C. E. In Laprairie Co. Go to Junction Station, on the Champlain and St. Lawrence Railroad, 11 miles south of Montreal.

ST. CROIX, C. E. In Lotbinière. On the River St. Lawrence, opposite Cape Sante. Black River Station, 20 miles below Point Levi, is the nearest Railway point. Population about 2300.

ST. CUTHBERT, C. E. In Berthier, nearly opposite Sorel. On the St. Lawrence, a Port for the Quebec and Montreal Steamers. At the back of Berthier Village, for which make. Population about 2500.

ST. CYRILLE, C. E. In L'Islet, on South Shore of the St. Lawrence. Go to St. Thomas Terminus of G. T. R., Quebec and St. Thomas District, and then about 12 miles distance. Population about 500.

ST. DAMASE, C. E. In St. Hyacinthe Co. Go to St. Hyacinthe Station, on the G. T. R., 30 miles from Montreal. Population about 180.

ST. DAVID'S, C. W., Co. Lincoln, Tp. Niagara. Go to Niagara by the G. W. R. Population about 300.

ST. DENIS, C. E. On River Richelieu, in St. Hyacinthe, which see. Population about 700.

ST. DENIS DE LA BOUTILLIÈRE, C. E. In Kamouraska, on the South Shore of the St. Lawrence, about 40 miles below St. Thomas Terminus of G. T. R. from Quebec. Population about 2000.

ST. DIDACE, C. E. In Lanaudière (Maskinongè District), on North Shore of St. Lawrence, opposite Sorel, 9 miles east of Berthier, which see. Population about 1000.

ST. DOMINIQUE, C. E. In Co. Bagot. Go to Acton, on the G. T. R.

ST. EDOUARD, C. E. In Napierville. Go to Sherrington, 32 miles south of Montreal. A Station on the Montreal and Plattsburg Railway. Population about 250.

ST. ELIZABETH, C. E. In Joliette Co. On River Bayonne. Go to Berthier, on the North Shore of St. Lawrence, opposite Sorel, at the head of Lake St. Peter. Population about 250.

ST. ELOI, C. E. In Temiscouata, on the South Shore of the St. Lawrence, opposite the mouth of the Saguenay. Go to Rivière du Loup, which see.

ST. ELZEAR, C. E., Co. Beauce. Go to Black River or Craig's Road Stations, on the Quebec and Richmond Sections of the G. T. R. Population about 2500.

ST. ESPRIT, C. E., Co. Montcalm. On North Shore of the St. Lawrence, below Montreal. Go to Montreal by Steamer or Rail.

ST. ETIENNE, C. E. In St. Maurice. On River Batiscan, about 20 miles below Three Rivers, to which go by the Steamers that ply between Montreal and Quebec. Population about 2000.

**ST. EUSTACHE,** C. E. In Two Mountains. A considerable Lumber Station on projected Line of Montreal and Ottawa Railway. Go to St. Ann's, on the G. T. R., or to Montreal. Pop. about 2500.

ST. FABIEN, C. E. In Rimouski, a few miles west of Bic, on the South Shore of the St. Lawrence. See Bic. Population about 1100.

ST. FAMILLE, C. E. In the Isle of Orleans, in Montmorenci Co., on the River St. Lawrence, below Quebec. Go to Quebec by the G. T. R. or Steamers. Population about 900.

ST. FELIX DE VALOIS, C. E. In Joliette. See De Ramsay. Population about 3000.

ST. FEREOL, C. E. In Montmorenci Co. On North Shore of St. Lawrence, below Quebec. Go to Quebec.

ST. FLAVIE, C. E. Rimouski. Go to Bic, which see. Population about 2000.

ST. FOY, C. E., Co. Quebec, near City of Quebec, to which go by Steamer or G. T. R. from Montreal and Portland.

ST. FRANCIS, C. E., Co. Yamaska. On the River St. Francis, which unites with the St. Lawrence at the head of Lake St. Peter. Steamers from Montreal touch. Population about 300.

ST. FRANCIS MILLS, C. E. Some of the largest and most complete in Canada, on the St. Francis, near the Brompton Fall's Station of the G. T. R., 90 miles from Montreal.

ST. FRANÇOIS (Montmagni), C. E. In Montmagni Co. Go to St. Thomas Terminus of the G. T. R., 44 miles below Quebec. Population of Parish about 3000.

ST. FRANÇOIS D'ORLEANS, C. E. On Isle of Orleans, in Montmorenci Co., on the St. Lawrence, just below Quebec. Go to Quebec by Steamer or Rail.

ST. FRANÇOIS (Beauce), C. E. In Beauce Co. No Station can be named as the nearest. Try Black River, on the G. T. R., Quebec and Richmond Section, and go south-east.

ST. GABRIEL (de Brandon), C. E. In Berthier. A Tp. in Berthier, near Lake Maskinonge, at the source of the River Bayonne, which empties into the St. Lawrence near Berthier, which see. Population of Parish about 3000.

ST. GENEVIÈVE, C. E. In Jacques Cartier (Montreal Island). Go to Blue Bonnets or Point Clair, the first two Stations of the G. T. R., from Montreal.

ST. GEORGE, C. E. A Tp. in Beauce Co., near River Chaudière, which flows into the St. Lawrence, opposite Quebec. Go to Chaudière Junction or Chaudière Station, about 9 miles from Quebec (Point Levi). Population about 1500.

**ST. GEORGE,** (Brant), C. W., Co. Brant, East Riding, Tp. South Dumfries. Go to Paris Junction of G. W. R. and Buffalo and Lake Huron Railways. Population about 500.

ST. GEORGE (Hastings), C. W. See Ivanhoe. New Post-office.

ST. GERTRUDE, C. E. A Tp. in Nicolet, fronting the South Shore of the St. Lawrence, opposite Three Rivers, where Quebec and Montreal Steamers touch. Population about 1300.

ST. GERVAIS, C. E. A Tp. in Bellechasse. Go to Chaudière, on the G. T. R., 9 miles from Point Levi, opposite Quebec. Population about 3000.

ST. GILES, C. E. A Tp. in Lotbinière. Go to the Black River Station, on the G. T. R., Quebec and Richmond Section, 20 miles from Point Levi, opposite Quebec. Population about 1100.

ST. GREGOIRE, C. E. A Tp. in Nicolet, fronting the South Shore of the St. Lawrence, opposite Three Rivers, where the Quebec and Montreal Steamers call. Population about 3600.

ST. HÉLÈNE, C. E. In Kamouraska. See Kamouraska.

ST. HÉLÈNE, (DE BAGOT,) C. E., Co. Bagot. Go to Upton on the G. T. R. Population of parish about 200.

ST. HELEN'S, C. W., Co. Huron, Tp. Wawanosh. Go to Stratford Junction of the Buffalo and Lake Huron and G. T. R., Toronto and Stratford Section, and thence by Stage to Goderich, 44 miles.

ST. HÉNEDINE, C. E., in Co. Dorchester. Go to Chaudière, 8 miles from Point Levi Terminus of Quebec and Richmond Railway. Population of parish about 1300.

ST. HENRI, C. E., in Lauzon, Co. Levi. Go to Point Levi Station, opposite Quebec, and thence to St. Henri, a Station on the G. T. R., Quebec and St. Thomas Section. Population of Parish about 3200.

ST. HERMAS, C. E., in Two Mountains, opposite Montreal, on North Shore of St. Lawrence, near confluence of Ottawa and St. Lawrence. Go to Point Claire on G. T. R., 15 miles from Montreal. Population about 1500.

ST. HILAIRE, C. E., in Co. Rouville, a Tp. and a Station on the G. T. R., 17 miles from Montreal. Population about 1600.

ST. HUGUES, C. E., Co. Bagot. Go to Upton on the G. T. R., 43 miles from Montreal. Population about 450.

**ST. HYACINTHE,** C. E. A Town in St. Hyacinthe Co., and a Main and Telegraph Station on the G. T. R., 30 miles from Montreal. Population about 5000.

ST. IRENÉE, C. E. In Charlevoix, on the North Shore of the St. Lawrence, in Murray Bay, 80 miles below Quebec. Go by Lower St. Lawrence Steamers from Quebec, now a favourite place of summer resort. Population about 200.

ST. ISIDORE (DORCHESTER), C. E. Go to Chaudière on the G. T. R., Quebec and Richmond Section. Population of parish about 2000.

ST. ISIDORE (LAPRAIRIE), C. E., Co. Laprairie. A Station on the Montreal and Plattsburg Railway, 21 miles from Montreal. Population about 200.

ST. IVES, C. W., Co. Middlesex, Tp. West Missouri. Go to St. Mary's, Blanshard, by Stage from London on the G. W. R., (Railway Branch now forming,) or by Stage from Stratford Terminus of the G. T. R., Toronto and Stratford Section, and of the Buffalo and Lake Huron Railway.

ST. JACOB'S, C. W., Co. Waterloo, North Riding, Tp. Woolwich. Go to Berlin on the G. T. R. Population about 400.

ST. JACQUES, C. E., Co. L'Assumption, Tp. St. Sulpice, on North Shore of St. Lawrence, below Montreal. Go to Montreal, and thence by Steamer or Trader. Population of parish about 3000.

ST. JACQUES LE MINEUR, C. E., Co. Laprairie. Go to St. Isidore on the Montreal and Plattsburg Railway. Population about 250.

ST. JANVIER, C. E., Co. Terrebonne, Tp. De Blainville. Go to Montreal by Steamer or Railway, and cross from Isle Jesus to opposite shore. Population of parish about 1000.

ST. JEAN BAPTISTE, C. E., Co. Rouville. Go to St. Hilaire on the G. T. R.

ST. JEAN CHRYSOSTOME (CHATEAUGUAY), C. E., Chateauguay. Go to St. Isidore Station on the Montreal and Plattsburg Railway, 21 miles South of Montreal. Population about 600.

ST. JEAN CHRYSOSTOME (LEVI), C. E., Co. Levi, Tp. Lauzon. Go to Point Levi, the G. T. R. Terminus of Quebec and Richmond Section for Quebec. Population of parish about 1800.

ST. JEAN DES CHILLONS, C. E., Co. Lotbinière. Go to Somerset on the G. T. R., Quebec and Richmond Railway, 49 miles from Quebec, and 47 from Richmond Junction.

ST. JEAN D'ORLEANS, C. E. Isle of Orleans, on the River St. Lawrence, just below the City of Quebec, to which go.

ST. JEAN, PORT JOLI, C. E., Co. L'Islet. Go to St. Thomas Terminus of the G. T. R., 49 miles east of Point Levi, and then a distance of 20 miles by road; or by Steamers from Quebec, it being a Port on the South Shore of the St. Lawrence, at which they usually call. Population of parish about 3800.

ST. JEROME, C. E., Co. Terrebonne. Opposite Isle Jesus, North of Montreal, to which go by Steamer or Rail. Population of parish about 1500.

**ST. JOHN'S EAST,** C. E., Co. St. John's. Go by Champlain and St. Lawrence Railway to St. John's Station, 21 miles from Montreal, situated on the West side of the River Richelieu. Population about 4500.

ST. JOHN'S WEST, C. W., Co. Welland, Tp. Pelham. Go to Thorold on the G. W. R. Population about 150.

ST. JOSEPH, C. E. A Tp. in Beauce. Go to Somerset on the G. T. R., and then by Road east about 22 miles. The Chaudière River flows through the Tp., and Chaudière Junction Station, on the same Section, is about 25 miles distant. Population of parish about 3000.

ST. JOSEPH DU LAC (TWO MOUNTAINS), C. E., near the confluence of the Ottawa and St. Lawrence Rivers. Go to Montreal or St. Anne's on by G. T. R. Population of parish about 1250.

ST. JOSEPH'S ISLAND, C. W. Lying in St. Mary's Straits, on Lake Huron, 10 miles above Point de Tour, running east and west 20 miles, and about 15 miles wide. Steamers call from Saulte St. Marie and Collingwood, 97 miles from Toronto, on the Simcoe, Huron, and Ontario Railway.

ST. JUDE, C. E., in Co. St. Hyacinthe. Go to Hyacinthe on the G. T. R. Population about 250.

ST. JULIE, C. E., Co. Verchères. See Beloceil.

ST. JULIENNE, C. E., Co. Montcalm. See Rawdon, Chertsey, etc. Population of parish about 1500.

ST. LAMBERT, C. E., Co. Levi, Tp. Lauzon. Go to Point Levi on G. T. R. Population of parish about 1100.

ST. LAURENT D'ORLEANS, Co. Montmorenci. On the Island of Orleans on the St. Lawrence, just below Quebec, to which go by Steamer or G. T. R. Population of Parish about 1000.

ST. LAURENT, C. E., Montreal, Co. Hochelaga, on the Isle of Montreal. Go to Montreal by Steamer or Railway. Population of parish about 3000.

ST. LAZARE, C. E., Co. Bellechasse. Go to St. Henri from Chaudière on the Junction, a Station on the Quebec and St. Thomas Railway, 17 miles from Point Levi. Population of parish about 1800.

ST. LEON, C. E., Co. Maskenonge Dumontier. On

North Shore of St. Lawrence, (Lake St. Peter). See Rivière du Loup en haut, which flows through Tp. Dumontier.

ST. LIGOURI, C. E., Montcalm. On North Shore of St. Lawrence. See L'Assumption and St. Maurice Territory.

ST. LIN. See L'Assumption.

ST. LOUIS. See River St. Louis.

ST. LOUIS DE GOUZAGUE, C. E., in Beauhaeois, fronting the South Shore of the St. Lawrence, opposite Cedar. Go to Cedar's Road Station, 29 miles west of Montreal, on the G. T. R.

ST. LUC, C. E., in St. John's. See St. John's East.

ST. LUCE, C. E., Co. Rimouski, which fronts the South Shore of the St. Lawrence below the confluence of the Saguenay, a port below Bic, and on the extended Grand Trunk Extension. Population of parish about 2000.

ST. MARC, C. E. A Tp. in Verchères, below Montreal, on South Shore of the St. Lawrence. Go to Montreal.

ST. MARCEL, C. E., Co. Richelieu, on South Shore of St. Lawrence. Go to William Henri (Sorel), which see.

ST. MAGUERITE, C. E., Tp. Dorchester. See Chaudière.

ST. MARIE. See La Beauce.

ST. MARIE DE MONOIR, C. E., in Rouville. Go to St. Hilaire on the G. T. R.

ST. MARTHE, C. E., Co. Vandreuil, Tp. Rigaud, on South-west Bank of Lower Ottawa. Go to Vandreuil on G. T. R.

ST. MARTIN, C. E. Isle Jesus (Laval Section). Go to Point Claire, on G. T. R., 15 miles on the G. T. R. from Montreal, and thence to St. Martin, North.

ST. MARTINE, C. E. In Chateauguay. Go to Sherrington, on the Montreal and Plattsburg Line, 32 miles from Montreal.

**ST. MARY'S**, C. W., Co. Perth, Tp. Blanshard. Population about 2500.

ST. MATHIAS, C. E. In Rouville. Go to St. Hilaire, on the G. T. R., 17 miles from Montreal.

ST. MICHEL, C. E. Opposite Caughnawaga. Go to Lachine by Montreal and Plattsburg Railway, on Isle of Montreal. Not a Post-office.

ST. MICHEL, C. E. A Tp. in Bellechasse. On the South Shore of the St. Lawrence. Go to St. Henri, on the G. T. R., Quebec and St. Thomas Section.

ST. MODESTE, C. E., Co. Temiscouata, Tp. Whitworth, near Trois Pistoles, proposed Terminus of St. Andrew's (New Brunswick) and Quebec Railway and Junction with the G. T. R.

ST. MONIQUE, C. E. In Nicolet, fronting the St. Lawrence, opposite Three Rivers, to which go.

ST. NARCISSE, C. E. Champlain. Go to Champlain, 4 miles from Rouse's Point (N. Y.), on the Northern Railroad from Ogdensburg (N. Y.).

ST. NICHOLAS, C. E. Levi. Go to Point Levi, on the G. T. R.

ST. NORBERT, C. E. In Berthier. See Berthier.

ST. OURS, C. E. On Richelieu River. Go by Steamer to and from Henry William, or Sorel from Montreal and the Richelieu River.

ST. PACOME, C. E. Kamouraska. See Kamouraska.

ST. PASCHAL, C. E. See Kamouraska.

ST. PAUL D'INDUSTRIE, C. E., Joliette Co. See Industry.

ST. PAUL'S BAY, C. E., Co. Charlevoix. On North Shore of the St. Lawrence, opposite the Isle Aux Condres, about 65 miles below Quebec, the first landing-place of Jacques Cartier. Go by Steamers from Quebec.

ST. PHILLIPPE, C. E. In Laprairie. Go to St. Lambert, on Junction on Montreal and Rouse's Point.

ST. PHILOMÈNE, C. E. In Chateauguay. Go to St. Isidore, on the Montreal and Plattsburg Rail.

ST. PIE, C. E., Co. Bagot. Go to St. Hyacinthe, on the G. T. R., Montreal and Portland Section.

ST. PIERRE D'ORLEANS. See Isle of Orleans.

ST. PIERRE, C. E. Montmagni. Go to St. Thomas, on the G. T. R., 49 miles from Quebec.

ST. PIERRE LES BECQUETS. See Nicolet.

ST. PLACIDE. See Two Mountains.

ST. POLYCARP, C. E. In Soulanges. Go to Cedars Road Station, 29 miles from Montreal, on the G. T. R.

ST. PROSPER, C. E., Champlain Co. Go to Champlain, on Rouse's Point and Ogdensburg Railway, 4 miles from Rouse's Point.

ST. RAPHAEL WEST, C. W., Co. Glengary, Tp. Charlottenburg. Go to Lancaster Station, 54 miles from Montreal, on the G. T. R.

ST. RAPHAEL EAST, C. E., Bellechasse Co. Go to St. Henri, on the St. Thomas Section of the G. T. R.

ST. RAYMOND, C. E. See Portneuf.

ST. ROBERT, C. E., Co. Richelieu. Go to St. Hillaire, on the G. T. R.

ST. ROCHES DES AUNAIS, C. E., Co. L'Islet. See Port Jolie.

ST. ROCHALIE, C. E. In St. Hyacinthe. Go to St. Hyacinthe, on the G. T. R., 36 miles from Montreal, on the G. T. R.

ST. ROCH L'ACHIGAN. See L'Assumption.

ST. ROSE, C. E. In Isle Jesus (Laval). Go to Montreal.

ST. SAUVEUR, C. E., Co. Terrebonne, Tp. Abercrombie, North of New Carlisle, on North Shore of St. Lawrence. See St. Adele and St. Maurice Territory.

ST. SCHOLASTIQUE, C. E. See Two Mountains.

ST. SIMON DE YAMASKA, C. E., Co. Bagot, Tp. De Ramsay, on South Shore of Lake St. Peter. Go to St. Francis (Yamaska). Steamers touch from Quebec and Montreal.

ST. SIMON DE RIMOUSKI, C. E., Co. Rimouski. On the South Shore of St. Lawrence. A Port between Trois Pistoles and Bic, which see.

ST. SOPHIE, C. E., Co. Megantic, Tp. Halifax. Go to Stanfold or Arthabaska, on the G. T. R.

St. STANISLAS, C. E. See Champlain.

ST. SULPICE, C. E., Montcalm Co. See Alexis. No Post-office.

ST. SULPICE, C. E. L'Assumption. See L'Assumption, on River L'Assumption, which flows into St. Lawrence below the Island of Montreal.

ST. SYLVESTER, C. E., Co. Lotbinière. Go to Becancour, 55 miles from Richmond Junction, on the G. T. R.

ST. SYLVESTER EAST, C. E. See St. Sylvester.

**ST. THERESE DE BLANVILLE**, C. E., Co. Terrebonne, Tp. Blainville. Opposite Isle Jesus, on River St. Lawrence. Projected Montreal and Ottawa Railway will touch at St. Eustache. Montreal is the nearest Railway point.

ST. THOMAS (Berthier), C. E., Co. Berthier. See Berthier.

**ST. THOMAS**, C. W., Co. Elgin, Tp. Yarmouth. On the London and Port Stanley Branch of the G. W. R. Go to London, on the G. W. R. Population about 3000.

**ST. THOMAS**, (Montmagni), C. E., Co. Montmagni. The present Terminus of the G. T. R., east of Quebec 49 miles, fronting the South Shore of the St. Lawrence.

ST. TIMOTHIE, C. E., Beauharnois Co., fronting the St. Lawrence, opposite Vandreuil, on G. T. R.

ST. URBAIN, C. E., Co. Chateauguay. See St. Isidore.

ST. URSULE, C. E., Co. Maskinonge. In the St. Maurice Territory, in Fief St. Jean, on the North Shore of the St. Lawrence, which see.

ST. VALENTINE, C. E. See St. John's East.

ST. VALLIER, C. E., Co. Bellechasse, Tp. St. Vallier. On South Shore of the St. Lawrence. Go to St Henri, on the G. T. R.

ST. VICTOIRE, C. E., Co. Richelieu. Go to St. Hyacinthe, on the G. T. R.

ST. VINCENT, C. W. A Tp. in Co. Grey, fronting the Nottawasaga Bay. Steamer from Collingwood touches at Cape Rich and Meaford *en route* for Owen Sound. Road Stages in Winter. Go to Collingwood by the Ontario, Simcoe, and Huron Rail, 97 miles from Toronto. Population about 500.

ST. VINCENT DE PAUL. In Isle Jesus, which see.

ST. ZEPHIRIM, C. E., Co. Yamaska, Tp. Courval, near the St. Francis River. Go to Port St. Francis, on Lake St. Peter, by Quebec and Montreal Steamers, 83 miles below Montreal.

ST. ZOTIQUE, C. E. In Soulanges. On North Shore of St. Lawrence. Go to Cedars Road Station, 29 miles west of Montreal, on the G. T. R.

SABREVOIS, C. E., Co. Iberville. For Post-office, see Henryville, on East Shore of River Richelieu. Stott's Station on the west side of the River Champlain and St. Lawrence Railway is the nearest point.

SAGUENAY DISTRICT, C. E. This is reached by Steamer "Saguenay" from Quebec and Tadousac, on the North-west Shore of the St. Lawrence, 140 miles below Quebec.

SALEM, C. W., Co. Oxford, Tp. Malahide. Go to St

Thomas, on the London and Port Stanley Railway, which connects with the G. W. R. at London. Population about 400.

SALFORD, C. W., Co. Oxford, Tp. Dereham. Go to Ingersoll, on the G. W. R. Population about 300.

SALTFLEET, C. W., Co. Wentworth. A Tp. For Post-office, see Ontario, which is a Station in same Township, on the G. W. R., 11¼ miles from Hamilton City.

SANDHILL, C. W., Co. Peel, Tp. Albion. Go to Malton, 16 miles, or Brampton, 22 miles from Toronto, on the G. T. R. Population about 150.

SANDPOINT, C. W., Co. Renfrew, Tp. McNab. On Upper Ottawa, South Shore. Go to Fitzroy Harbour. For Upper Ottawa Steamers and route, see Aylmer East.

**SANDWICH,** C. W., Co. Essex. A Tp. fronting the St. Claire River, 9 miles below Detroit, Michigan. Stages from Windsor, on the G. W. R.; also Steamers from Windsor and Detroit. Population about 1100.

SARNIA, C. W., Co. Lambton, Tp. of Sarnia. Situated at the upper end of River St. Clair, near its junction with Lake Huron. Population about 1300.

**SAUGEEN,** C. W. A Tp. in Bruce Co. A Port and Harbour of Lake Huron. There are one or more projected Railways to connect it with Toronto. At present go to Guelph, a Main Station on the G. T. R., 50 miles from Toronto, and thence by Stage through Elora, Fergus, Mount Forest, Durham, etc.

SAULT AU RECOLLET, C. E. On the Isle of Montreal. Go to Montreal. Population about 2500.

SAULT STE MARIE, C. W. About 25 miles from Lake Superior. A Steamboat Landing and place of Summer resort on St. Mary's River or Straits. The Americans have a Ship Canal, connecting Lakes Huron and Superior. Go to Collingwood, 97 miles from Toronto, by the Ontario, Simcoe, and Huron Rail, and thence by Steamer. Population about 400.

SAULT ST. LOUIS, C. E. In Laprairie. Go to Caughnawaga Station, 15 miles from Montreal, on the Montreal and Plattsburg Railway.

SAWYERVILLE, C. E., Co. Compton, Tp. Newport. Go to Compton, on the G. T. R. Population about 100.

SCARBOROUGH, C. W. A Tp. in Co. York. A Station on the G. T. R., 13 miles east of Toronto. Population about 60.

SCHANTZ, C. W. In Co. Waterloo, North Riding. A Station between Guelph and Berlin, 57 miles north-west of Toronto, on the G. T. R.

SCOTCH BLOCK, C. W., Co. Halton, Tp. Esquesing. Go to Georgetown, 30 miles from Toronto, on the G. T. R. Population about 30.

SCOTLAND, C. W., Co. Brant, Tp. Oakland. Go to Paris Junction of the G. W. R., and of the Buffalo and Lake Huron Railway.

SCOTT, C. W. A Tp. in Ontario Co., North Riding (Post-office discontinued, Aug., 1857). This Township is best reached from the Ontario, Simcoe, and Huron Rail from Toronto, either from Holland Landing or Newmarket Stations.

SEBASTOPOL, C. W. A new Township, north of Anglesea and Barrie, in Frontenac Co. See Free Grants. Population about 100.

SEBRINGVILLE, C. W., Co. Perth, Tp. Downie. Between and adjacent to Stratford and St. Mary's Blanchard. Go to Stratford by the G. T. R., or by the Buffalo and Lake Huron, which unites with the G. W. R. at Paris. Population about 120.

SEELEY'S BAY, C. W., Co. Leeds, Tp. Leeds. On the St. Lawrence, near Gananoque. Go to Gananoque, a Station on the G. T. R., 11 miles east of Kingston, on the G. T. R.

SELBY, C. W., Co. Lennox, Tp. Richmond. Go to Napanee, in same Township, a Station on the G. T. R., 19 miles west of Kingston. Population about 130.

SELKIRK, C. W., Co. Haldimand, Tp. Walpole. Go to Canfield, on Buffalo and Lake Huron Railway. Population about 250.

**SENECA,** C. W., Co. Haldimand. A Tp. on the Grand River. Go to Middleport, on Buffalo and Lake Huron Rail.

SEYMOUR EAST, C. W., Co. Northumberland, Tp. Seymour. Go to Belleville, on the G. T. R., and thence north by Stage. Population about 100.

SHAKSPEARE (late Bell's Corners), C. W., Co. Perth, Tp. South Easthope. Go to Stratford by the Buffalo and Lake Huron (with Junction at Paris with the G. W. R.), or by the G. T. R. Population about 500.

SHANNONVILLE, C. W. A Tp. in Tyendinaga, Co. Hastings, South Riding. A Station on the G. T. R., 7 miles east of Belleville. Population about 1000.

SHARON, C. W., Co. York, Tp. East Gwillimbury. Go to Newmarket, 34 miles from Toronto, on the Ontario, Simcoe, and Huron Railway. Population about 250.

SHEEN, C. E., Co. Pontiac. A Tp. on North Shore of Upper Ottawa, fronting the River. See Ouiseau for Post-office, and Aylmer East for Upper Ottawa route.

SHAWENEGAN, C. E. On the River Shawenegan, above Grand Piles, in the St. Maurice Territory, which see.

SHEFFIELD, C. W., Co. Addington. A Tp. For Route, Post-offices, and Villages, see Clareview, Erinsville, and Tamworth. Has no Post-office under head of "Sheffield."

SHEFFIELD, C. W., Co. Wentworth, Tp. Beverley. A Post-office and Village. Go to Copetown, a Station of the G. W. R., in Beverley Tp.

SHEFFORD AND SHEFFORD MOUNTAIN, C. W. Go to Sherbrooke, on the G. T. R., Eastern Townships, 96 miles from Montreal, and 121 from Quebec.

SHERBROOKE WEST, C. W. A Tp. in Haldimand Co. For Post-offices, see Port Maitland. Go to Wainfleet, on the Buffalo and Lake Huron Railway.

**SHERBROOKE,** C. E. In Ascot. Go to Sherbrooke, on the G. T. R., Montreal and Portland Section, 121 miles from Quebec, and 96 from Montreal. Steamers to Lake Memphramagog ply all the Summer. Population about 3000.

SHERIDAN, C. W., Co. Peel, Tp. Toronto. The Tp. of Toronto is the western vicinity of the City. Population about 100.

SHERRINGTON, C. E. A Tp. in Napierville, and a Railway Station on the Montreal and Plattsburg Rail, 33 miles from Montreal. Population about 150.

SHIPTON, C. E. A Tp. in Richmond. See Dannville for Post-office, also for Dannville Station, on the G. T. R., 8 miles from Richmond, on Quebec and Richmond Line.

SILLSVILLE, C. W., Co Lennox, Tp. Fredericksburg. Go to Ernestown Station, 8 miles west of Kingston City, on the G. T. R.

SIDNEY, C. W. A Tp. in Co. Hastings. For Post-office, see Frankford. Go to Belleville, on the G. T. R.

SILVER CREEK, C. W., Co. Halton, Tp. Esquesing. Go to Georgetown, on the G. T. R. Population about 50.

SILVER HILL, C. W., Co. Norfolk, Tp. Charlotteville, near the Shore of Lake Erie. Go to Brantford, on the Buffalo and Lake Huron Railway, 8 miles from the Paris Junction with the G. W. R., and thence by Stage to Simcoe daily.

**SIMCOE,** C. W., Co. Norfolk, Tp. Woodhouse. Daily connection by Stage with Paris and Brantford. Go to Brantford by the Buffalo and Lake Huron Rail. Population about 2000.

SINCLAIRVILLE, C. W., Co. Haldimand, Tp. Seneca, which see.

SLIGO, C. W., Co. Peel, Tp. Caledon. Go to Brampton, on the G. T. R., 22 miles from Toronto. Population about 50.

SMITH, C. W. A Tp. in Peterborough Co., joining Cavan and North Otonabee Townships on the South, and surrounded by the Otonabee and tributary Rivers which separate it from Ennismore on the West, Harvey on the North, and Douro on the East. For Village and Post-office, see Bridgenorth.

SMITHFIELD, C. W., Co. Northumberland. In Brighton Tp., which is on the G. T. R., 22 miles west of Belleville. Population about 400.

SMITH'S CORNERS, C. W., Co. Northumberland, Tp. Murray. Go to Trenton or Belleville, on the G. T. R.

**SMITH'S FALLS,** C. W., Co. Lanark, Tp. North Elmsley. On the River Rideau, with steam communication from Ottawa and Kingston by the Rideau Canal Steamers, and by Stage (32 miles) direct from Brockville, on the G. T. R. Population about 1500.

SMITHVILLE, C. W. (Hastings), Co. Hastings, Tp. Thurlow. Go by Belleville, on the G. T. R. Population about 150.

**SMITHVILLE** (Lincoln), C. W., Co. Lincoln, Tp.

Grimsby. Grimsby Station on the G. W. R., 17 miles South-east of Hamilton, on Lake Ontario. Population about 550.

SOMBRA, C. W. A Tp. in Lambton Co., fronting River St. Clair, between River St. Clair and Lake Huron, about 20 miles North-west of Chatham, a Station on the G. W. R. Population about 100.

SOMERSET, C. E. A Town and Township in Megantic Co. and a Station on the G. T. R., Quebec and Richmond Section, 47 miles from Richmond Junction.

SOPHIASBURG, C. W., Co. Prince Edward. One of the principal Townships in this County, two sides of which are surrounded by the Bay of Quinte. It contains some of the finest land in Canada, and is exceedingly prosperous. The Steamers from Belleville from the West, and Kingston on the East—(both Kingston and Belleville are Stations on the G. T. R., Montreal and Toronto Section)—touch at Northport daily. For Villages and Post-offices, see Demorestville, Gilbert's Mills, and Northport.

SORABA, C. E., Co. Bagot, Tp. Upton. Go to Upton, on the G. T. R., 43 miles from Montreal. Population about 150.

SOREL, C. E. See William Henri. Population about 4000.

SOULANGES, C. E. A District fronting North Shore of the St. Lawrence, adjoining Glengary in Canada West. In Soulanges is the Cedars Road Station of the G. T. R., 29 miles from Montreal.

SOUTHAMPTON, C. W., Co. Bruce, Tp. Saugeen. Southampton forms as yet only the nucleus of a town, situated at the mouth of the River Saugeen. Two or three hotels and stores, surrounded by several fine houses have been planted upon the sandy slope, still studded with stumps, rising gently from the shore of the lake. The sand, however, disappears before a richer soil, as you retire into the interior of the country. A Flour Mill and two Saw Mills stand upon the banks of the river. The Fisheries furnish lucrative employment for several boats' crews, particularly during the fall of the year. Beyond the river lies an "Indian Reserve," and an Indian Village, consisting of a few frame houses, inhabited by a remnant of "mild-eyed and melancholy" Red Indians, pensioned by Government, and monopolising a crescent eminence upon the banks of the meandering Saugeen, with romantic dells and sylvan scenery scarcely surpassed even by "winsome Yarrow." Opposite the town, and about a mile distant from the shore, lies Chantry Island, or rather Islet, on which a Lighthouse has lately been erected, and in the lee of which might be constructed a harbour of refuge for a whole navy, a scheme which rumour says, has been projected in connection with a new line of railroad from Guelph, and urgently demanded by the inaccessibility of this north-west corner of the province. But considering the dangerous nature of the navigation through the Georgian Bay, there cannot be the least doubt that it will withdraw the traffic, at least, to the West from the Northern Railroad to Collingwood, and conduce, therefore, to the prosperity of "The Morning Star," as Southampton may be designated from its position. 70 miles north of Goderich, 32 miles from Owen Sound. Stage daily to Owen Sound. Population about 650.

SOUTH BOLTON, C. E., Co. Browne, Tp. Bolton. Leave the train at Compton, G. T. R. Go through Charleston and Stanstead Plain—in which is Georgeville—cross by Steam Ferry to Bolton, shore of Magog Lake, and go by Stage to Bolton, one of the Eastern Townships, proverbial for fertility of soil, salubrity of climate, and the singular beauty of their scenery.

SOUTH CAYUGA, C. W., Co. Haldimand, Tp. South Cayuga. Go to Canfield Station, on the Buffalo and Lake Huron Railway. Population about 100.

SOUTH CROSBY, C. W. A Tp. in Leeds Co. For Post-offices, Route, and Villages, see Elgin and Morton.

SOUTH DOURO, C. W., Co. Peterborough, Tp. Douro. Go to Peterborough by Railway from Cobourg, on the G. T. R. Population about 50.

SOUTH DURHAM, C. S., Co. Drummond, Tp. Durham. Go to Durham Station, on the G. T. R., 61 miles south-east of Montreal. Population about 100.

SOUTH EASTHOPE, C. W. A Tp. in Co. Perth. In the vicinity of the Stratford Junction Station of the Buffalo and Lake Huron Railway and G. T. R. For Post-office, see Shakspeare.

SOUTH ELMSLEY, C. W. A Tp. in Leeds Co. On the Rideau River. Go to Brockville, on the G. T. R., and thence by Smith's Falls Stage. Population about 50.

SOUTH ELY, C. E. See Ely. A Tp. in Shefford. In the vicinity of the Richmond Junction of the G. T. R. Population about 100.

SOUTH FINCH, C. W., Co. Stormont, Tp. Finch. Go to Dickenson's Landing, on the G. T. R., a Station 9 miles west of Cornwall, the County Town. Population about 100.

SOUTH GLOUCESTER, C. W., Co. Carleton, Tp. Gloucester. Go to Gloucester, a Station 11 miles from Ottawa, on the Prescott Branch from the G. T. R. at Prescott Junction.

SOUTH GOWER, C. W. A Tp. in North Riding of Co. Grenville. Go to Kelly's or Osgoode Station, on the Ottawa Branch from the Prescott Junction of the G. T. R.

SOUTH GRANBY, C. E. A Post-office for Granby Tp., Co. Shefford. Go to Acton, on the G. T. R. Population about 100.

SOUTH HINCHINBROOKE, C. E., Co. Huntingdon, Tp. Hinchinbrooke. Go to Hemingford, 41 miles from Montreal, a Station on the Montreal and Plattsburg Railway.

SOUTH MARCH, C. W. A Post-office in March Tp., Co. Carleton. On South Shore of Ottawa River, opposite Aylmer East. Go to Ottawa City from Prescott Junction of the G. T. R., by Ottawa Railway.

SOUTH MONAGHAN, C. W. A Tp. in Co. Northumberland, West Riding. Go to Trenton on the G. T. R.

SOUTH MOUNTAIN, C. W. A Post-office in Mountain Tp., Dundas Co. Go to Matilda Station on the G. T. R., 9 miles west of Kingston and 104 east of Montreal. Population about 100.

SOUTH POTTON, C. E., Co. Brome, Tp. Potton. For route from Compton Station of the G. T. R. See South Bolton.

SOUTH ROXTON, C. E., Co. Shefford, Tp. Roxton. Go to Acton on the G. T. R., 49 miles from Montreal.

SOUTH WESTMEATH, C. W., Co. Renfrew, Tp. Westmeath, fronting the River Ottawa, South Shore, adjacent to Pembroke. The Pembroke and Brockville Railway will intersect the Tp. Go to Aylmer East, and see Aylmer East for route.

SOUTHWOLD, C. W., Co. Elgin. A Tp. skirted on the west by the London and Port Stanley Railway, and fronting Lake Erie on the south. Go to St. Thomas West, which see. For Post-offices within the Tp., see Fingal and Talbotville Royal.

SOUTH ZORRA, C. W., Co. Oxford, Tp. Zorra. Go to Woodstock on the G. W. R., about 47 miles west of Hamilton City.

**SPARTA**, C. W., Co. Elgin, Tp. Yarmouth. In the vicinity of London and Port Stanley Branch Railway from London, G. W. R. Go to St. Thomas West.

SPENCER COVE, C. E., Co. Quebec, in vicinity of the City. Go to Point Levi Terminus of the G. T. R. Population about 2000.

SPENCERVILLE, C. W. A Village and Post-office in Edwardsburg, Co. Grenville. Go to Edwardsburg Station on the G. T. R., 9 miles east of Prescott Junction. Population about 150.

SPIKE'S CORNERS. See Harrowsmith.

SPRING ARBOUR, C. W., Co. Norfolk, Tp. Walsingham, on Lake Erie. Go to Simcoe. See Simcoe, C. W., for route. Population about 300.

SPRINGFORD, C. W., Co. Oxford, Tp. Norwich. Go to Woodstock on the G. W. R.

SPRINGVILLE, C. W., Co. Durham, Tp. Cavan. Go to Port Hope on the G. T. R., 62 miles west of Toronto, and thence by Port Hope and Lindsay Railway, partially open to Omemee. Population about 100.

STAFFORD, C. W. A Tp. in Co. Renfrew, adjacent to Pembroke, on Upper Ottawa, South Shore. See Aylmer East for route. The Railway to Pembroke will pass very near this Township.

STAMFORD, C. W., Co. Welland. Co. Town and Tp. in Niagara District. A Station on the Branch Railway from Niagara to Chippewa, 10 miles from Niagara, and 7 from Chippewa.

STANBRIDGE EAST, C. E., Co. Missisquoi, Tp. Stanbridge. Go to Compton, C. E., on G. T. R., Montreal and Portland Section, or to St. John's on the Champlain and St. Lawrence Railway, between which two Stations there is a line of Stages three times a week through Stanbridge, Dunham, Brome, Bolton, and Georgeville. Population about 250.

STANBRIDGE, C. E. See Stanbridge East and Bedford in same Tp.

STANDON, C. E. A Tp. in Dorchester, on East Shore of the Chaudière River, bordering Bellechasse Co. The Chaudière Junction on G. T. R. is about 36 miles distant. Population about 200.

STANFOLD, C. E. A Tp. in Arthabaska; a Station on the G. T. R., 55 miles from Point Levi (Quebec), and 41 miles from Richmond Junction.

STANLEY, C. W. A Tp. in Co. Huron, of which Bayfield is the principal Post-office and Village. See also Brucefield.

STANLEY'S MILLS, C. W., Co. Peel, Tp. Chinguacousy. Go to Brampton on the G. T. R. Population about 150.

**STANSTEAD,** C. E. A Tp. and Town in Co. of same name, containing Hatley, Barnston, and Stanstead, on the Borders of the State of Vermont, three of the best Townships in the Eastern Province. Go to Compton on the G. T. R., 110 miles south-east of Montreal.

STEPHEN, C. W. A Tp. in Huron, fronting Lake Huron. The Goderich Stage from London, C. W.; Hamilton and Windsor Line, and the St. Mary's Blanshard, which see, offer the best mode of communication. For Post-office, see Exeter.

STEVENSVILLE, C. W., Co. Welland, Tp. Bertie, near shore of Lake Erie. Go to Port Erie, Canadian Terminus of the Buffalo and Lake Huron Railway. Population about 150.

**STIRLING,** C. W., Co. Hastings, Tp. Rawdon. Go to Belleville on the G. T. R., 113 miles east of Toronto and 230 west of Montreal, and thence by Stage. Stage also from Madoc. Population about 1000.

STITTSVILLE, C. W., Co. Carleton, Tp. Goulburn. North Osgoode, on the Ottawa and Prescott Junction, 16 miles from Ottawa City, appears to be the nearest Station. Go to Prescott Junction (for Ottawa Railway) on the G. T. R. Population about 50.

STOCO, C. W., Co. Hastings, North Riding, Tp. Hungerford. North of Napanee and Tyendonaga on the G. T. R., Montreal and Toronto Section. Napanee most eligible for Stage connection. Population about 50.

STONEHAM, C. E. A Tp. in Quebec Co., north-east of the City about 18 miles. Go to Point Levi on the G. T. R.

**STONEY CREEK,** C. W., Co. Wentworth, Tp. Saltfleet, on Lake Ontario. Go to Ontario Station, about 11½ miles south-west of Hamilton, on the G. W. R. Population about 200.

STORNOWAY, C. E., Co. Compton, Tp. Winslow, about 35 miles east of Richmond Junction of the G. T. R. Sherbrooke is the most eligible Station for Stage connection. Population about 100.

STORRINGTON, C. W., Co. Frontenac. A Tp. north of Plattsburg. Go to Kingston City on the G. T. R., and thence by Rideau Canal Steamers or Plattsburg Stage.

STOTTVILLE, C. E., St. John's. Try St. John's, 21 miles from Montreal, on Champlain and St. Lawrence Railway. Population about 50.

**STOUFFVILLE,** C. W., Co. York, Tp. Whitchurch. Go by Stage from Toronto City, at 2½ P. M. daily, from Black Horse Inn, front st., or by Stage from Scarboro Station at 4½. Stouffville is also within 12 miles east of the Ontario, Simcoe, and Huron Railway, Aurora, King, or Newmarket Stations. Population about 500.

**STRABANE,** C. W., Co. Wentworth, North Riding, Tp. Flamboro West. Go to Hamilton on the G. W. R. Population about 200.

STRAFFORDVILLE, C. W., Co. Elgin, Tp. Bayham. Near Lake Erie, about 20 miles west of St. Thomas West, on London and Port Stanley Junction of the G. W. R., connecting at London, C. W. Population about 400.

**STRATFORD,** C. W., Co. Perth, Tp. South Easthope. The Terminus of the G. T. R., 89 miles north-west of Toronto, 32 miles from the Paris Station, on the G. W. R., as well as on the Buffalo and Lake Huron Rail. Stage connection with Goderich, St. Mary's, and London, C. W.

STRATHBURN, C. W., Co. Middlesex, West Riding, Tp. Mosa. Go to Ekfrid Station on the G. W. R., 20 miles west, C. W.

STRATHROY, C. W., Co. Middlesex, Tp. Carradoc. Go to Mount Brydges in same Township, a Station on the G. W. R., 15 miles west of London, C. W. Population about 400.

**STREETSVILLE,** C. W., Co. Peel, Tp. Toronto. Go by Stage direct from Toronto City (General Wolfe Inn) daily, at 2 P. M., or by Stage from Port Credit Station, on the G. W. R., 12 miles west of Toronto. Population about 2500.

STUKELY, C. E. A Tp. in Shefford. About 12 miles west of Sherbrooke Station, on the G. T. R., 25 miles south of Richmond Junction.

SULLIVAN, C. W. A Tp. in Co. Grey. Go to Collingwood by the Ontario, Simcoe, and Huron Railway from Toronto, and thence by Canadian Steamer to Owen Sound, and thence by Stage about 12 miles south-west.

SUMMERSTOWN, C. W., Co. Glengary, Tp. Charlottenburg. A Station on the G. T. R., 8 miles east of Cornwall, and 60 from Montreal. Population about 50.

SUMMERVILLE, C. W., Co. Peel, Tp. Toronto. In the vicinity of Toronto City. Go to Port Credit, 12 miles on the Hamilton and Toronto Section of G. W. R., or by Cooksville Stage, daily from Toronto. Population about 100.

SUNNIDALE, C. W. A Tp. and Station on the Simcoe, Ontario, and Huron Railway, 79 miles from Toronto.

SUTHERLAND'S CORNERS, C. W., Co. Lambton, Tp. Euphemia. Go to Newbury, on the G. W. R., Hamilton and Windsor Section, about 36 miles west of London, C. W.

SUTTON, C. E. A Tp. in Brome. Stages run from Compton, on the G. T. R., by way of Georgeville. Population about 150.

SWEABURG, C. W., Co. Oxford, North Riding, Tp. West Oxford. Go to Ingersoll, on the G. W. R., Hamilton and Windsor Section, about 28 miles west of Paris Junction of G. W. R. and Buffalo and Lake Huron.

SWEETSBURG, C. W., Co. Missisquoi, Tp. Dunham. Go by the same Stage route from Compton, on the G. T. R., Montreal and Toronto Section, by way of Georgeville, as for Bolton, Sutton, Brome, etc.

SWITZERVILLE, C. W., Co. Addington, Tp. Erneston. Go to Erneston, on the G. T. R., 15 miles west of Kingston City. Population about 100.

SYDENHAM, C. W. A Tp. in Grey Co., in which is Owen's Sound, the principal Town, Port, and Post-office of the District. Go by Ontario, Simcoe, and Huron Railway to Collingwood from Toronto, and thence by Canadian Steamer, or by Guelph, on the G. T. R., and thence by Stages.

SYDENHAM, C. W. A Tp. in Renfrew, on the South Shore of the Upper Ottawa River, near Pembroke. For route, see Aylmer East. (Not a Post-office.)

SYDENHAM PLACE, C. E., Co. Drummond, Tp. Kingsey. Go to Dannville, on the G. T. R., Quebec and Richmond Section, 12 miles from Richmond Junction.

SYLVAN, C. W., Co. Middlesex, West Riding, Tp. Williams. In Port Sarnia District, West of Stratford, on intended G. T. R. Extension at present. Go to London, C. W., by the G. W. R., and about 16 to 18 miles north-west by Road. Population about 60.

## T

TADOUSAC, C. E. In Tadousac Co. On North-east point of the confluence of the Rivers Saguenay and St. Lawrence, 140 miles below Quebec. The Saguenay Steamers usually call. Noted as a Station of the Hudson's Bay Company, with its flag-staff and cannon. Noted also for a "fathomless" harbour, where the French squadron found a secure retreat at the Siege of Quebec under General Wolfe. Population about 400.

TALBOTTVILLE ROYAL, C. W., Co. Elgin, West Riding, Tp. Southwold. Go to St. Thomas (West), on the London and Port Stanley Railway, which

connects at London with the G. W. R. Population about 300.

TAMARACK, C. E., Co. Megantic. A new Post-office.

TAMWORTH, C. W., Co. Addington, Tp. Sheffield. See "Free Grants." Tamworth is one of the places on the route from Kingston to Napanee, on the G. T. R. Population about 400.

TANNERY WEST, C. E. On the Isle of Montreal (Hochelaga Division). Go to Montreal City by G. T. R. or Steamer.

TAPLEYTOWN, C. W., Co. Wentworth, South Riding, Tp. Saltfleet. Go to Ontario, on the G. W. R., about 11¼ miles from Hamilton City. Population about 80.

TATLOCK, C. W., Co. Lanark, Tp. Darling. About 20 miles north of Peru, to which go by Stage from Brockville, on the G. T. R. The Arnprior Railway will open this district, and is now in progress.

TECUMSETH, C. W. A Tp. in Simcoe, South Riding, about 6 miles West of Bradford, to which Station go by the Ontario, Simcoe, and Huron Rail from Toronto.

TEESWATER, C. W., Co. Bruce, Tp. Culross. Go to Guelph, on the G. T. R., Toronto and Stratford Section, and thence by Garafraxa Road North.

TEMPLETON, C. E. A Tp. in Ottawa Co. Opposite the City of Ottawa, on the North Shore, near confluence of Gatineau and Ottawa Rivers. Go to Prescott Junction, on the G. T. R., and thence by Ottawa Railway.

TEMPLETON, C. E. James Hogan, Postmaster, Innkeeper, and Trader. Gatineau Point.

TEOHAUTA, C. E. In Seignory of Beauharnois, on South Shore of St. Lawrence. Go to Lachine and cross to Caughnawaga or Beauharnois; is about 10 miles west of the Railway (Montreal and Plattsburg Line).

**TERREBONNE**, C. E. A Town and Seignory opposite Isle of Jesus, on North Shore of the St. Lawrence. Go to Montreal, and thence about 20 miles. Population about 1400.

TÊTE DU BOULE, C. E. A Mountain Peak 800 feet high, about one mile from Tadousac, from whence may be seen one of the most wild and magnificent views the Saguenay affords.

TEVIOTDALE, C. W., Co. Wellington, North Riding, Tp. Minto. Go to Guelph, on the G. T. R., and thence North by Stage.

THAMESFORD, C. W., Co. Oxford, North Riding, Tp. East Missouri. Go to Edwardsburg, on the G. W. R., 10 miles east of London, C. W. Population about 600.

THAMESVILLE, C. W., Co. Kent, Tp. Camden. A Station on the G. T. R., 49 miles west of London, C. W. Population about 300.

THISTLETON, C. W., Co. York, Tp. Etobicoke. Go to Weston, on the G. T. R., 9 miles out of Toronto, Toronto and Stratford Section, or by Stage at 2 daily, from Wolfe Inn, Church street, which goes through Etobicoke. Population about 100.

THOMASBURG, C. W., Co. Hastings, North Riding, Tp. Hungerford. Go to Napanee, on G. T. R.

THORAH, C. W., Co. Ontario. A Tp. in which are Beaverton and Forcastle, elsewhere referred to, which see.

THORNBURY, C. W., Co. Grey, Tp. Collingwood. Go to Collingwood, on Ontario, Simcoe, and Huron Railway, 95 miles from Toronto. Population about 150.

**THORNHILL**, C. W., Co. York, Tp. Markham. Daily Stage from Toronto City, Best's Bay Horse, Yonge street, at 3¼ P. M., also Railway by Ontario, Simcoe, and Huron. From Toronto 14 miles. Population about 700.

THORNTON, C. W., Co. Simcoe, Tp. Innisfil. Lefroy and Craigvale are both Stations in Innisfil Tp., on the Ontario, Simcoe and Huron Railway. Population about 75.

**THOROLD**, C. W. A Town and Tp. in Welland Co. A Station on the G. W. R., 9¼ miles from Niagara, and about 34¼ from Hamilton. Population about 2000.

THORPVILLE, C. W., Co. Wellington, North Riding, Tp. Nicol. Go to Guelph on the G. T. R.

**THREE RIVERS**, C. E. Nearly half-way between Montreal and Quebec; a Town at the mouth of the St. Maurice from the north, and the Becancour on the South, situated on the North Shore of the St. Lawrence. A Tp., Corporate, and Electoral District. This was formerly the seat of government. The Cataract of Shawinnegamme is about 25 miles up the St. Maurice, and is an object of great interest, as are the lumbering establishments sprung up of late with the opening of the St. Maurice country. Go by Steamer from Quebec or Montreal. Population about 7000.

THURLOW, C. W. A Tp. in Hastings Co. Go to Belleville on the G. T. R.

THURSO, C. E., Co. Ottawa, Tp. Lochaber, on the North Shore of the Ottawa River, fronting the river, about 20 miles below Ottawa City. Go by Steamers from Montreal. See also Ottawa City. Population about 200.

TILBURY EAST, C. W. A Tp. in Kent. Go to Baptiste Creek on the G. W. R., 31 miles east of Windsor. Population about 50.

TILBURY WEST, C. W. A Tp. in Essex Co. For Post-office, route, etc., see Comber and Tilbury East, (adjoining Township).

TINQUICK, C. E. A Tp. in Arthabaska. Go to Dannville on the G. T. R., 12 miles from Richmond.

TRING, C. W. A Tp. in North Riding of Simcoe Co., fronting the Georgian Bay. For Towns, Post-offices, and route, see Penetanguishene and Lafontaine.

TOLEDO, C. W., Co. Leeds, Tp. Kitley. Go to Brockville on the G. T. R. Population about 175.

TORONTO GORE. See Gore of Toronto.

TORONTO, C. W., Co. Peel. A Tp. in vicinity and west of Toronto City. See Credit, Cooksville, Summerville, Streetsville, Sheridan, and Derry West for Post-offices, etc.

**TORONTO**, C. W., Co. York, Upper Canada, and seat of government. For full information and views of Toronto, see elsewhere.

TOWNSEND, C. W. A Tp. in Norfolk Co. For Routes, Villages, and Post-offices, see Bloomsburg, Boston, C. W., Hartford, Rockford, Villanova, and Waterford.

TRAFALGAR, C. W. A Tp. in Halton Co. Go to Bronte in the same Tp., a Station on the G. W. R., 13½ miles from Hamilton City.

TRECASTLE, C. W., Co. Perth, Tp. Wallace. Go to Stratford on the G. T. R. Wallace Tp. lies about 23 miles north.

TRENHOLM, C. E., Co. Drummond, Tp. Kingsey. Go to Dunnville on G. T. R.

**TRENTON**, C. W., Co. Northumberland, Tp. Murray. A Station on the G. T. R., (near the mouth of the River Trent,) 12 miles west of Belleville and 101 east of Toronto.

TRING, C. E. A Tp. in Beauce, about 25 miles east of Arthabaska Station on the G. T. R, 32 miles from Richmond Junction.

TROIS PISTOLES, C. E. A Tp. in Temiscouata. A Port on South Shore of St. Lawrence, about 110 miles below St. Thomas East. The intended Terminus of the St. Andrew's (New Brunswick) and Woodstock Railway, forming a direct line by connection with the G. T. R., from Quebec to the Atlantic, entirely through British Territory. Population about 3000.

TROIS SAUMONS, C. E., Co. L'Islet. See St. Jean Port Joli.

TROY, C. W., Co. Wentworth, Tp. Beverley. Go to Copetown Station, on the G. W. R., 18 miles west of Hamilton City. Population about 200.

TULLAMORE, C. W., Co. Peel, Tp. Toronto Gore. Go to Weston or Malton, on the G. T. R. Population about 100.

TURNBERRY, C. W. A Tp. in Huron Co. In which is Belmore Post-office. Go to Mitchell by Stage from the Stratford Junction of the G. T. R., and Buffalo and Lake Huron Rail, and thence north through Logan and Grey, or to Guelph, on the G. T. R., Toronto and Stratford Section, and thence through Arthur, Mount Forest, etc., by Stage.

TUSCARORA, C. W., Co. Brant, East Riding, Tp. Onondaga. Go to Onondaga Station, on the Buffalo and Lake Huron Rail, 16 miles south of Paris Junction.

TWEED, C. W., Co. Hastings, North Riding, Tp. Hungerford. Go to Napanee or Tyendinaga, on the G. T. R., and then north. Population about 300.

TWO MOUNTAINS, C. E. Opposite the Isle of Montreal, on the St. Lawrence. In which are Point aux Anglais, St. Benoit, and St. Joseph du Lac.

TYENDONAGA, C. W. A Tp. in Hastings Co., in

which are Blessington, Marysville, and Melrose Villages, with Post-offices, which see. Tyendinaga is a Station on the G. T. R., 34 miles west of Kingston, and 13 miles east of Belleville.

TYRCONNELL, C. W., Co. Elgin, West Riding, Tp. Dunwich. A Village and Port on Lake Erie, about 12 miles west of Port Stanley, to which go by the G. W. R. to London, and thence by Branch Rail direct. Population about 500.

TYRONE, C. W., Co. Durham, West Riding, Tp. Darlington. Go to Bowmanville, (in same Tp.), a Main Station of G. T. R., 44 miles east of Toronto. Population about 250.

## U

UNION, C. W., Co. Elgin, Tp. Yarmouth. Go to St. Thomas West in same Tp. Go to London, on the G. W. R., and thence by London and Port Stanley Line. Population about 300.

UNIONVILLE, C. W., Co. York, East Riding, Tp. Markham. Go by Stouffville Stage from Toronto. See Markham.

UPTON, C. E., Co. Bagot. For Post-office, see Soraba. A Station on the G. T. R., 43 miles south-east of Montreal.

USBORNE, C. W. A Tp. in Co. Huron. For Post-office, see Devon. Go to Stratford, on the G. T. R., or by the Buffalo and Lake Huron Railway.

UTICA, C. W., Co. Ontario, Tp. Reach. About 20 miles north of Whitby and Oshawa, both Stations on the G. T. R. Population about 50.

UXBRIDGE, C. W. A Tp. in Ontario Co. North of Pickering. Go to Port Whitby, 29 miles east of Toronto. Population about 500.

## V

VALCARTIER, C. E. A Tp. in Quebec Co. Go to Point Levi, Quebec, G. T. R., on South Shore of St. Lawrence.

VALLENTYNE, C. E., Co. Ontario, Tp. Brock. About 35 miles north of Port Whitby, to which go by G. T. R.

VALLEYFIELD, C. E. In Beauharnois. Go to Caughnawaga, opposite Lachine, by Montreal and Plattsburg Railway, and Ferry, thence west. Population about 400.

**VANKLEEK HILL,** C. W., Co. Prescott, Tp. Hawkesbury. On South Shore of Lower Ottawa River. Go by Steamer to and from Ottawa and Montreal. Population about 500.

VARENNES, C. E. In Vercheres. On South Shore of St. Lawrence. Go to St. Hilaire, on the G. T. R., 17 miles from Montreal. Population about 1000.

VANDREUIL, C. E. A District bounded by Soulanges on the west, and by the Rivers Ottawa and St. Lawrence at their confluence, in which is Vandreuil, G. T. R. Station, Montreal and Toronto Section, 24 miles west of Montreal. Pop. about 500.

VERULAM, C. W., Co. Victoria. A Tp. north of Emily. Go to Lindsay by Port Hope Railway, from Port Hope 62 miles west of Toronto, on G. T. R. For Post-office, etc., see Bobcaygeon.

VERNONVILLE, C. W., Co. Northumberland, Tp. Haldimand. Go to Grafton, on the G. T. R., 7 miles east of Cobourg. Population about 70.

VESPRA, C. W. A Tp. in Simcoe, in which is the Co. Town of Barrie and Apton Post-office. Go to Barrie, which see.

VICTORIA CORNERS, C. W., Co. Ontario, Tp. Reach. Go to Whitby, on G. T. R., 29 miles east of Toronto. Population about 60.

VICTORIA SQUARE, C. W., Co. York, Tp. Markham, which see. Population about 200.

**VIENNA,** Co. Elgin, East Riding, Tp. Bayham, near Shore of Lake Erie. Go to Paris Junction by G. W. R., or Buffalo and Lake Huron, and thence by road to Norwich. Population about 1100.

VILLANOVA, C. W., Co. Norfolk, Tp. Townsend. Go to Brantford, on the Buffalo and Lake Huron Railway. Population about 100.

**VITTORIA,** C. W., Co. Norfolk, Tp. Charlotteville. Go to Simcoe by Stage from Brantford, on the Buffalo and Lake Huron, and on by road. Population about 500.

VROOMANTON, C. W., Co. Ontario, Tp. Brock. See Brock. Population about 50.

## W

WAINFLEET, Co. Welland. A Tp. (with Marshville and Wainfleet Centre for Post-offices), bordering Lake Erie, and a Station on the Buffalo and Lake Huron Railway, 26 miles North-west of Buffalo and Fort Erie, and 59 miles from Paris Junction. Population about 50.

WAKEFIELD, C. E. A Tp. in Ottawa Co. On the North Shore of the Ottawa River, near the Gatineau River, about 20 miles from Templeton, which see. See also Ottawa for route. Population about 100.

WALLACE, C. W. A Tp. in Co. Perth. Go to Guelph, on the G. T. R., and thence by Garafraxa Road—lays on the left of Arthur Tp., about 50 miles north of Guelph.

WALLACEBURG, C. W., Co. Lambton, Tp. Sombra, Chatham or the G. W. R. is the nearest Railway Station. The Village is situated on the "Chenail Ecarte," the name given to the Channel which separates the Walpole Island from the main River at the Mouth of the St. Clair River, at the head of St. Clair Lake. Population about 500.

WALMER, C. W., Co. Wellington, Tp. Peel. Go to Guelph, on the G. T. R. Population about 75.

WALPOLE, C. W. A Tp. in Haldimand Co., in which are Balmoral, Nanticoke, and Selkirk Villages and Post-offices, which see.

WALSINGHAM, C. W. A Tp. in Co. Norfolk. Go to Simcoe by Stage from Paris or Brantford, on the Buffalo and Lake Huron Railway.

WALTER'S FALLS, C. W., Co. Grey, Tp. Holland. Go to Owen's Sound by Steamer Canadian, or Stage from Collingwood, on Ontario, Simcoe, and Huron Railway, 95 miles from Toronto. Population about 60.

**WARDSVILLE,** C. W., Co. Middlesex, Tp. Mosa. Go to Newbury in same Tp. A Station on G. W. R., 36 miles west of London, C. W.

WARKWORTH, Co. Northumberland. A new Post-office.

WARNER, C. W., Co. Lincoln, Tp. Caistor. Between the G. W. R. and Buffalo and Lake Huron Railways. Try Grimsby, on the G. W. R., Hamilton and Niagara Section, and Canfield, on the Buffalo and Lake Huron Railway.

WARSAW, C. W., Co. Peterborough, Tp. Dummer. North-west of Peterborough Terminus of Branch Railway from G. T. R. at Cobourg, by which go. Population about 150.

WARWICK, C. E. A Tp. in Arthabaska, and a Station on the G. T. R., 24 miles from Richmond Junction.

**WARWICK,** C. W. A Tp. in Lambton, on the London and Port Sarnia Extension. Go to London by the G. W. R. Population about 300.

WASHINGTON, C. W., Co. Oxford, North Riding, Tp. Blenheim. Go to Drumbo, a Station of the Buffalo and Lake Huron Railway in same Tp., about 9 miles from Paris Junction. Population about 100.

**WATERDOWN,** C. W., Co. Wentworth, Tp. Flamborough East. Waterdown is 4 miles east of Hamilton. A Station on the G. W. R. Population about 1000.

**WATERFORD,** C. W., Co. Norfolk, Tp. Townsend. Go to Paris or Brantford by the Buffalo and Lake Huron Railway, and thence by Stages, which pass through. This place being half way between Brantford and Simcoe, the County Town. Population about 800.

**WATERLOO,** C. E., Co. Shefford. Go to Acton, on the G. T. R., Montreal and Portland Section, 49 miles from Montreal. Population about 200.

WATERLOO, C. W., Co. Waterloo, North Riding, Tp. North Waterloo. Go to Berlin, on the G. T. R., 64 miles from Toronto. Population about 1500.

WATERLOO SOUTH, C. W. See Preston, C. W.

WATERLOO (Kingston), C. W., Co. Frontenac. In the vicinity of Kingston. Go to Kingston, on the G. T. R. Population about 250.

WATERVILLE, C. E. A Tp. in Co. Compton. A Station on the G. T. R., 106 miles from Montreal. Population about 200.

WATFORD, C. W., Co. Lambton. See Warwick. Population about 50.

WATSON'S CORNERS, C. W., Co. Lanark, North Riding, Tp. Dalhousie. Go to Perth by Stage from Brockville, on G. T. R. Population about 50.

WAUBUNO, C. W. A Station (no Post-office) on the G. W. R., Hamilton and Windsor Section, in Middlesex Co., 5¼ miles east of London, C. W.

WAWANOSH, C. W. A Tp. in Huron Co., north of Goderich, to which go by Stage from Stratford Junction, or by Buffalo and Lake Huron Railway.

WEEDON, C. E. A Tp. in Wolfe Co. About 20 miles east of the Junction Station at Richmond, G. T. R., Quebec and Richmond Section.

WEIMAR, C. W., Co. Waterloo, Tp. Wellesley. Go to Berlin, 64 miles from Toronto, on the G. T. R.

WELLAND PORT, C. W., Co. Lincoln, Tp. Gainsborough. Go to Beamsville, on the G. W. R., about 23 miles from Hamilton City. Population about 200.

WELLER'S BAY, C. W. On Lake Ontario. See Consecon, Prince Edward Co., C. W.

WELLESLEY, C. W. A Tp. in Waterloo, North Riding, in which is situate Berlin, a Station of the G. T. R., 64 miles from Toronto City.

WELLINGTON, C. W., Co. Prince Edward, Tp. Hillier, fronting Lake Ontario. Go to Brighton, on the G. T. R., and thence by Stage to Consecon. Population about 600.

**WELLINGTON SQUARE,** C. W., Co. Halton, Tp. Nelson. Situated on the open Lake outside Burlington Bay. This place forms the Winter Port for Hamilton; it is a Station on the G. W. R., 7 miles from Hamilton. Population about 750.

WELLMAN'S CORNERS, C. W., Co. Hastings, North Riding, Tp. Rawdon. Go to Belleville, on the G. T. R., and thence north of Sidney Tp.

WEST ARRAN, C. W., Co. Bruce, Tp. Arran. Adjacent to Saugeen. See Saugeen for route.

WEST BOLTON, C. E., Co. Brome. See Bolton for route. Population about 100.

WEST'S CORNERS, C. W., Co. Perth, Tp. Mornington. See Mornington.

WEST ESSA, C. W., Co. Simcoe, South Riding, Tp. Essa. Essa is a Station on the Ontario, Simcoe, and Huron Railway, 71 miles from Toronto.

WEST HATLEY, C. E. On the Massawippi Lake, Co. Stanstead, Tp. Hatley. Charleston in this Tp. is 5 miles from Compton Station, on the G. T. R., 110 miles from Montreal.

WEST FARNHAM, C. E., Co. Missisquoi, Tp. Farnham. The Stage route from Compton, on the G. T. R., Montreal and Toronto Section through Brome, Bolton, etc., to St. John's, C. E., affords communication. Farnham Tp. is about 45 miles from Compton, and 15 miles from St. John's, C. E. Population about 700.

WESTFIELD, C. W., Co. Huron, Tp. Wawanosh. See Wawanosh.

**WEST FLAMBOROUGH,** C. W., Co. Wentworth, North Riding. Go to Flamborough Station, on the G. W. R., 7¾ miles west of Hamilton City. Population about 500.

WEST HUNTINGDON, C. W., Co. Hastings. See Huntingdon.

WEST HUNTLEY, C. W., Co. Carleton, Tp. Huntley, which see.

WEST M'GILLIVRAY, C. W., Co. Huron. See M'Gillivray.

WESTMEATH, C. W. A Tp. in Co. Renfrew. On the South Shore of the Ottawa River, close to Pembroke, on the line of the Railway Extension from Arnprior to Pembroke. For Upper Ottawa, see Aylmer East.

WESTMINSTER, C. W. A Tp. in Middlesex, South of London City, on the Branch Railway from London to Port Sarnia. For Post-offices, etc., see Byron and Lambeth.

**WESTON,** C. W., Co. York, West Riding, Tp. York. Between the G. T. R. and the Ontario, Simcoe, and Huron Railway in the vicinity of Toronto. The G. T. R. Station, Toronto and Stratford Section, is 9 miles from Toronto, and the Ontario, Simcoe, and Huron Station 8 miles.

WESTOVER, C. W., Co. Wentworth, Tp. Beverley. Lynden Station 15¾ miles and west of Hamilton City, on the G. W. R. is in the same Township. Population about 100.

WEST OSGOODE, C. W., Co. Carleton. See Osgoode.

WEST PORT, C. W., Co. Leeds, Tp. North Crosby. Go to Kingston, on the G. T. R., or to Gananoque, on same Railway Section. Population about 300.

WEST SHEFFORD, C. E. See Shefford. Population about 150.

WEST WINCHESTER, C. W. See Winchester. Population about 120.

WEST WOOLWICH, C. W. See Woolwich.

**WHITBY,** C. W. A Tp. in Ontario Co., in which is the Town and Port of Whitby, on Lake Ontario—a Main and Telegraph Station of the G. T. R., 29 miles east of Toronto City.

WHITCHURCH, C. W. A Tp. in Co. York, North Riding, skirted on the west by the Ontario, Simcoe, and Huron Railway, in which are the Towns and Railway Stations and Post-offices of Aurora and Newmarket; also Post-offices and Towns of Oakridges and Pine River and Stouffville, which see.

WHITEHALL, C. W., Co. Kent, Tp. Camden. Go to Bothwell, 40 miles west of London, on the G. W. R.

WHITE LAKE, C. W., Co. Renfrew, Tp. M'Nab. For Upper Ottawa route, see Aylmer East—this place being near Fitzroy Harbour and Arnprior, the Terminus of the Railway now being constructed from Brockville through Perth. Population about 150.

WHITFIELD, C. W., Co. Simcoe, South Riding, Tp. Mulmur, which see.

WHITWORTH, C. E., Co. Temiscouata. For Post-office, see St. Modeste; for route, etc., see Trois Pistoles.

WICK, C. W., Co. Ontario, Tp. Brock. See Brock.

WIDDER, C. W., Co. Lambton, Tp. Bosanquet. fronting the South Shore of Lake Huron, on line of G. T. R. Extension to Port Sarnia. Go to Stratford by G. T. R. on Buffalo and Lake Huron Railway. Population about 100.

WILKESPORT, C. W., Co. Lambton, Tp. Sombra. On River St. Claire, north of the Lake. See Wallaceburg.

**WILLIAM HENRI or SOREL,** C. E., Co. Richelieu. On the right bank of the River Richelieu at its confluence with the St. Lawrence, 40 or 45 miles below Montreal. Go by Steamers to and from Quebec and Montreal. By means of a canal, navigation from hence is uninterrupted to Lake Champlain. Population about 4000.

**WILLIAMS.** A Tp. in Middlesex, Middlesex Co., West Riding, adjoining Lambton. For route, see Adelaide. See also London, C. W., which is the nearest railway point.

WILLIAMSBURG, C. W. A Tp. in Co. Dundas, which is the Williamsburg Station of the G. T. R., Montreal and Toronto Section, 99 miles from Montreal, and 38 miles west of Brockville. For Post-offices and Villages within it, see Dunbar and East Williamsburg. Population about 200.

WILLIAMSTOWN, Co. Glengary, Tp. Charlottenburg. Go to Summerstown Station in the same Township on the G. T. R., 8 miles east of Cornwall and 60 miles from Montreal City. Population about 300.

WILLISCROFT, C. W., Co. Bruce, Tp. Eldersley. See Paisley.

WILLOCKS, C. W., Co. Victoria, Tp. Verulam. Go to Lindsay from Port Hope on the G. T. R. by Branch Railway, and thence about 12 miles north. Population about 50.

WILLOUGHBY, C. W. A Tp. in Welland Co. For Post-office, see Black Creek. Go to Fort Erie on the Buffalo and Lake Huron Railway.

WILLOWDALE, C. W., Co. York, West Riding, Tp. York, (Query Vaughan,) in the vicinity of Toronto, on the Yonge Street Road. Go by Thornhill Stage from Toronto. Population about 150.

WILMOT, C. W., Co. Waterloo, South Riding. A Tp. in which is the Petersburg Station of the G. T. R., Toronto and Stratford Section, 70 miles north-west of Toronto. For Villages and Post-offices, see Baden, New Dundee, New Hamburg, Philipsburg West, Petersburg, and St. Agatha.

WILTON, C. W., Co. Addington, Tp. Ernestown. Go to Ernestown on the G. T. R., 8 miles west of Kingston.

WINCHESTER, C. W. A Tp. in Co. Dundas. Go to Williamsburg on the G. T. R., 99 miles from Montreal. Population about 500.

WINDHAM and WINDHAM CENTRE, C. W. A Tp. (Windham Centre being the Post-office) in Co. Norfolk. Go to Paris or Brantford on the Buffalo and Lake Huron Railway, thence by Simcoe Stages through Waterford.

WINDSOR, C. E. A Town in Sherbrooke District, and a Station on the G. T. R., 9 miles south of Richmond Junction.

**WINDSOR**, C. W., Co. Essex, Tp. Sandwich. The Canadian Terminus of the G. W. R., from Hamilton and Niagara, with Steam Ferry to Detroit, in direct connection with Michigan Central Railway, being about 186 miles west of Hamilton, 224 west of Toronto City, and 229 from Niagara. Population about 3000.

WINDSOR MILLS, C. E., Co. Richmond, Tp. Windsor, C. E., which see.

WINSLOW, C. E., Co. Compton. For Post-office, see Stornoway in the same Tp. Go to Sherbrooke, and thence east about 45 miles by road. Sherbrooke is on the G. T. R., Montreal and Toronto Section.

WISBEACH, C. W., Co. Lambton, in Warwick Tp. which see.

WOBURN, C. W., Co. York, East Riding, Tp. Scarborough. Go to Scarborough Station on the G. T. R., 13 miles west of Toronto.

WOLFE ISLAND, C. W., Co. Frontenac. On the St. Lawrence, opposite Kingston City, to which go by Steamers east and west, and across from the American side, or by G. T. R., Montreal and Toronto Section, Kingston City being 180 miles from Montreal, and 160 miles from Toronto. Population about 500.

WOLFORD, C. W., Co. Grenville, North Riding. A Tp. in which is the Town and Post-office of Merrickville, Mansil, and Easton's Corners. Go to Kemptville, on the Ottawa and Prescott Line, 23 miles from the Junction on the G. T. R.

WOLFSTOWN, C. E. A Tp. in Wolf Co. Go to Dannville, 12 miles from Richmond, on the G. T. R. Population about 100.

WOLVERTON, C. W., Co. Oxford, North Riding, Tp. Blenheim. Go to Drumbo, in same Township, on the Buffalo and Lake Huron Railway, 9 miles north of Paris Junction.

**WOODBRIDGE**, C. W., Co. York, West Riding, Tp. Vaughan. Go to Richmond Hill, in same Township, a Station on the Ontario, Simcoe, and Huron Railway, 18 miles from Toronto City.

WOODBURN, C. W., Co. Wentworth, North Riding, Tp. Binbrook. See Binbrook.

WOODBURN, C. W., Co. Lambton, Tp. Bosanquet, which see.

WOODHOUSE, C. W. A Tp. in Norfolk Co., in which is Simcoe, the County Town, and Port Ryerse and Port Dover, which see. Go to Paris, on the Buffalo and Lake Huron Railway, and thence by Simcoe Stages, about 12 miles.

WOODFORD, C. W., Co. Grey, Tp. Sydenham. Go to Collingwood (in same Township) the Terminus of the Ontario, Simcoe, and Huron Railway, 97 miles from Toronto.

WOODSIDE, C. E., Co. Megantic, Tp. Halifax. Go to Arthabaska, on the G. T. R., 64 miles from Quebec (Point Levi). Population about 50.

**WOODSTOCK**, C. W., Co. Oxford, North Riding, Tp. Blandford—a Main and Telegraph Station on the G. W. R., about 47 miles west of Hamilton.

WOODVILLE, C. W., Co. Victoria, Tp. Eldon. Go to Lindsay from Port Hope, on the G. T. R. Population about 300.

WOOLWICH, C. W. A Tp. in Waterloo, North Riding. Go to Berlin, 64 miles from Toronto, on the G. T. R.

WOTTON, C. E. A Tp. in Wolfe Co. Go to Dannville, on the G. T. R., 12 miles from Richmond.

WYTON, C. W., Co. Middlesex, East Riding, Tp. West Missouri. Between London and St. Mary's, on line of Junction Railway nearly completed. Go to London, on the G. W. R. Population about 75.

## Y

YAMACHIDE, C. E., Co. St. Maurice. On North Shore of Lake St. Peter (River St. Lawrence), a little east of Rivière du Loup en haut, on the River Machide. See St. Maurice Territory. Population about 1000.

YAMASKA, C. E. A Town and District on South Shore of Lake St. Peter, near Port Francis. The River Francis divides Yamaska into nearly equal portions. See St. Zephirim, St. Antoine and Port St. Francis. Population about 400.

YARMOUTH, C. W., Co. Elgin. A Tp. fronting Lake Erie, on London and Port Stanley Line. For Post-offices, Towns, and Railway Stations within it, see Mapleton, New Sarum, Port Stanley, Sparta, St. Thomas West, and Union.

YONGE, C. W. A Tp. in Leeds County. Skirted on the south by the G. T. R., in which is Mallorytown Station on the G. T. R., Montreal and Toronto Section, 12 miles west of Brockville. For Post-offices and Towns, see Mallorytown, Caintown, Escott, and Farmersville.

**YORK**, C. W., Co. Haldimand, Tp. Seneca. A Town on the Grand River. Go to Caledonia, on the Buffalo and Lake Huron Railway. Pop. about 400.

YORK, C. W. A Tp. in Co. York, in the vicinity of Toronto City. The Station of that name about 6 miles west of Toronto, near Danforth, is closed. Weston is in this Township, with two Stations, one on the G. T. R., Toronto and Stratford Section, and the other on the (Northern) Ontario, Simcoe, and Huron Railway. For Post-offices, see L'Amaroux, Eglinton (5 miles up Yonge street), and Willowdale and York Mills.

YORK MILLS, C. W., Co. York, formerly Hogg's Hollow. Go by Thornhill Stage, daily at 3½ P. M.

YORKVILLE, C. W. A Suburb of Toronto, commencing at the Northern City Boundary, viz., the north side of Bloor street, about 1½ miles from Queen street. Omnibus from King street every even hour. Population about 2000.

## Z

ZETLAND, C. W., Co. Huron. A Post-office in Turnberry, which see. Population about 50.

ZIMMERMAN, C. W., Co. Halton, Tp. Nelson. Go to Wellington Square, on the G. W. R., 7 miles west of Hamilton. Population about 60.

ZONE, C. W. A Tp. in Kent Co. Go to Bothwell, on the G. W. R., Hamilton and Windsor Section, about 50 miles west of London, C. W.

ZORRA WEST, C. W. A Tp. in Co. Oxford, North Riding, near the line of the G. W. R. For Route, Post-office, etc., see Embro, Fairview, and Harrington West.

ZORRA EAST, C. W. A Tp. in Co. Oxford, North Riding, near the line of the G. W. R. For Route, Post-offices, etc., see Innerskip.

ZURICH, C. W., Co. Huron, Tp. Hay. On Shore of Lake Huron. Go to Blanshard, St. Mary's, or Stratford, by the G. W. R., or Buffalo and Lake Huron Railway, and thence by Stage.

## AYLMER, C. E.

The chief town in the County of Ottawa, Township of Hull, situated on the Chaudiere Lake, 8 miles above Ottawa. A thriving town, containing several lumber establishments. A stage runs to and from Ottawa daily. Fare, 2*s.* 6*d.* Population, about 1500.

### Business Directory.

Advocate.—John Delisle.
Advocate.—J. R. Fleming,
Advocate.—Thomas McCord.
Aylmer Hotel.—Dominick Fox. (See advertisement.)
*Aylmer Times* Newspaper. (See advertisement.)
Bookseller, Stationer, and Publisher.—Wm. Allen. (See advertisement.)
General Store.—John & Wm. McLean.
General Store.—T. B. Prentiss. (See advertisement.)
General Store.—James Thompson.
Judge of Circuit Court.—W. K. McCord.
Notary Public and Land Agent.—R. A. Young.
Ottawa Hotel.—Moses Holt, Jr. (See advertisement.)
Plasterer and Mason.—Patrick Mullarkey.
Printer and Publisher.—Thomas Watson.
Revenue Inspector, District of Ottawa, C. E.—Charles Symmes.
Wholesale Lumber Merchant.—Robert Conroy. (See advertisement.)

**WILLIAM ALLAN,**

BOOKSELLER & STATIONER,

AND

**Publisher of the Aylmer Times,**

Agent for British-American Friendly Society, British-American Express Company, and Mutual Fire Insurance Company of Prescott.

*Aylmer, C. E.*

ROBERT CONROY,

LUMBER MERCHANT,

AND DEALER IN

**Dry Goods, Hardware, Groceries, etc.**

AYLMER, C. E.

**DOMINICK FOX,**

**AYLMER HOTEL.**

AYLMER, C. E.

MOSES HOLT, JR.,

**MAIL CONTRACTOR.**

OTTAWA HOTEL,

**AYLMER, C. E.**

T. B. PRENTISS,

**GENERAL STORE.**

AYLMER, C. E.

## BATH, C. W.

"A village and port of entry on the north shore of the Bay of Quinté, township of Ernestown, County of Addington. A steamer stops daily on its passage, up and down, between Kingston and Belleville; and two other steamers ply weekly between Montreal and Trenton, calling on their passage both ways. Distant from Kingston 18 miles, fare 50 cents and 37½ cents; from Belleville, 36 miles, fare $1.20 and 87½ cents; and from Ernestown Railway Station 4 miles. Population about 600."

### Business Directory.

Boot and Shoe Dealer.—F. Prest.
Farmer and General Dealer.—John Nugent.
Foundry.—David T. Forward.
General Trader.—E. Wright.
General Traders.—J. & S. Lasher, Church st.
Hotel keeper.—P. Hartman.
M. D.—L. H. Cooper.
Saddler and Harness Maker.—T. C. Johnston.

# Part Fourth.

## THINGS AS THEY ARE

IN

## 1859.

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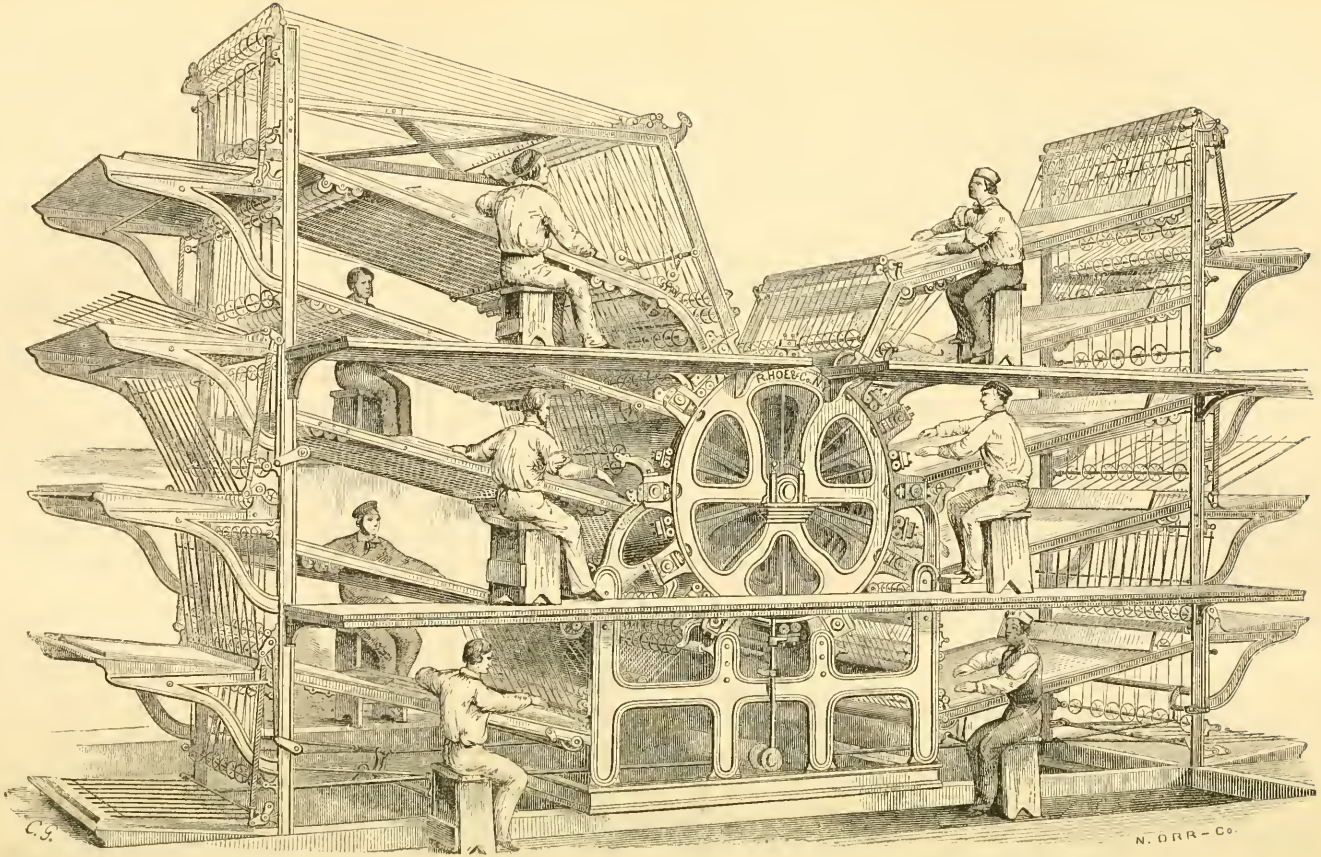
# THINGS AS THEY ARE IN 1859.

In the preceding parts we have endeavoured to present some of the physical features of America, and with the engravings illustrative of such, trust, that to some extent we have done so successfully.

The articles contained in the following pages refer to the social habits, commerce, manners, customs, and, in fact, to the every-day life of the Americans, noticing, at the same time, a few of the more remarkable inventions which illustrate the prosperity, comfort, and genius of the people.

Some of the subjects noticed, have already been treated by others with greater ability than we lay claim to, and, although perhaps known to many, we notice them here as the record of our own observations, to render the work as complete as possible, and by the introduction of articles on subjects not generally noticed by writers on America, we trust, that, taken as a whole, they may prove worthy of perusal. No particular arrangement has been studied as to the order in which they appear, but on reference to the index prefixed, any one of the subjects noticed will be found at once.


R. HOE & CO. N.Y.
C.G.
N. ORR - Co.

## HOE & CO.'S LEVIATHAN PRINTING MACHINE.

One of the greatest sights, in our estimation, for the stranger who has never seen a printing machine throwing off sheets at the rate of 20,000 per hour, is for him to visit a machine room in one of the Daily Newspaper offices, where they are to be found working. There are generally elevated points in the machine rooms of such, from which you can command an excellent view of this wonderful mammoth of engineering skill, busy at work; throwing off, and laying down of itself with mathematical nicety, the sheets as they come from off the cylinder, at the rate of 20,000 copies per hour. On this machine there are ten men feeding the sheets on, whilst, as we have said, the "flyers" lay down the sheets, ready for folding—the machine working with less noise than some single cylinder machines we have seen, when they were laboring away at 1200 to 2000 per hour.

To describe this machine so as to convey a proper idea of it to parties not versed in printing machinery, is not, we fear, very easy, and after all it must be seen at work to be appreciated. We shall, however, as far as possible, describe its construction and operation, and, with the engraving which we give in another page, the reader may have some idea of it. You will, therefore, try to conceive before you, a horizontal cylinder, of about four and a half feet in diameter, mounted on a shaft, with appropriate bearings; about one-fourth of the circumference of this cylinder constitutes the "bed" of the press, which is adapted to receive the "form" of types, the remainder is used as a cylindrical "distributing table." On this table is distributed the printing ink, by means of rollers passing over it. The diameter of this portion of the cylinder is less than that of the form of types, in order that the distributing portion of it may pass the impression cylinders without touching. The ink is contained in a fountain, placed beneath the large cylinder, from which it is taken by a "ductor" roller, and transferred, by a vibrating distributing roller, to the cylindrical distributing table before alluded to. The fountain roller receives a slow and continuous rotary motion, to carry up the ink from the fountain.

The large cylinder being put in motion, the form of types thereon is, in succession, carried to ten corresponding, horizontal, impression cylinders, arranged at proper distances around it, which give the impression to ten sheets, introduced, one at each impression cylinder, by men who are termed "feeders." (See our engraving for the position they occupy.) These ten men "feed" the machine with the sheets to be printed.

For each impression cylinder there are two inking rollers, which vibrate on the distributing surface while taking a supply of ink, and at the proper time pass over the form, when they again fall to the distributing surface. Each page is "locked up" upon a detached segment of the large cylinder, called by the compositors a "turtle," and this constitutes the "bed" and "chase." The rules seen on newspaper pages between the columns, are termed "column rules." These "column rules" run parallel with the shafts of the cylinder, and are consequently straight; while the "head," that is, the title of the paper, advertising, and dash rules, are in the form of segments of a circle. A cross-section of the column rules would present the form of a wedge, with the small end pointing to the centre of the cylinder, so as to bind the types near the top. These wedge-shaped column rules are held down to the bed or "turtle" by tongues, projecting at intervals along their length, and sliding in rebated grooves cut crosswise in the face of the bed, the space in the grooves, between the column rules, being filled with sliding blocks of metal, accurately fitted, the outer surface level with the surface of the bed, the ends next the column rules being cut away underneath to receive a projection on the sides of the tongues, and screws at the end and side of each page to "lock" them together, the types are as secure on this cylinder as they can be on the old flat bed, or, in other words, are so tightly fixed on to the cylinder with which they revolve *en masse*, that they are as little liable to shifting from their position, as if they formed a part of the cylinder itself.

The stranger, on seeing this monster of printing power, yet exquisite in execution, at work, is at once almost appalled, as he catches the first glimpse of it in operation. The great whir of wheels at work—rollers inking—men feeding on with clock-work exact-

ness—the pure white sheets being nipped into the embraces of its internal machinery—and before you can count one, a sheet has received the impression of thousands of letters and afterwards unbosomed, as it were, and laid down with mathematical exactness; all together, riveting the attention of the beholder as it flies along, whilst he stands transfixed almost, in amazement and delight.

Look at it as it "goes a-head," throwing off its three hundred to four hundred sheets every minute, continuously for days and nights in the large cities of this country, and in mighty London and Manchester, in England. What is it, when we think of its performance every day in the civilized world, carrying, by its means—to millions of hearts and homes, in the mansion as well as the cottage, daily intelligence—to the gay as well as to the mourner—a giant *multum* in a miniature *parvo*—the collected essence of the statesman, philosopher, merchant, and schoolmaster, in all parts of the world, in one! But who can calculate its powers? We pay it a humble tribute, if we say it is a machine which is one of the most glorious triumphs of modern mechanical skill, which is as yet the crowning glory of the printing profession all over the world and—of the "fourth estate" of Britain—a machine of which every printer ought to feel proud, and fire him with ambition to be possessed of—that machine which renders still more sacred the power it reposes in the hands of those, who, by wielding it, control and guide—on both sides of the Atlantic—the destinies of the world. All honor to the noble craft, towering above all other professions, which wields that power. All honor to the men who have placed such a machine in their hands. If Richard M. Hoe and his brothers had never invented another machine but that one, it of itself would entitle their names to be engraved on the pages of history as amongst the greatest benefactors of their race.

The fact of these machines having free scope to scatter their millions of sheets weekly broadcast over the world, from the presses of Britain and America, is of itself a powerful standing rebuke to that power which has trampled upon its liberty and gagged its power, in one of the most refined cities of continental Europe. It will be a glorious day for France when she is once more at liberty to erect such a machine as that, and regain the footing it was about to plant on her soil, when its progress was arrested by a questionable power. Had Louis Philippe been on the throne of France to day, these presses would, in all probability, have been sowing there also, seeds, the fruits of which must follow wherever the printing press has free liberty to work.

Our previous conception of this machine, before seeing it in operation, was, that from the great increase of printing power and speed, it must be very complicated in its construction, after seeing the old presses of Applegarths at work, with some of the sheets placed in at the ceiling, wending their way down through tapes to the very bed of the machine, and there receiving their impressions, and from that, traveling up another set of tapes to be emitted above, and there taken off by a "flyer," or person to take the sheets off. This machine of Hoe's, in construction, is totally different, and exceedingly simple. Instead of the "forms" and types being placed upon a flat bed, and made to traverse from one end of the machine to the other, in all about 15 feet, as referred to above, they revolve round along with the cylinder, and the machine, as a whole, presents the appearance of a single cylinder machine with ten feeders. The reader will observe in our engraving, at each end of the machine, the sheets in the act of being laid down by the self-acting "flying," or taking off, process.

The engraving represents a press, with ten impression cylinders, capable of printing 25,000 impressions per hour. Ten persons are required to feed on the sheets, which are thrown out and laid in heaps by self-acting flyers, instead of a man to take off for every one feeding,—in that process alone, saving ten men in taking off the sheets. Similar machines, with six cylinders, capable of printing 15,000 impressions per hour, also with four cylinders, capable of printing 10,000 impressions per hour, are made by Hoe & Co.

We may mention, that the principal daily papers in America, are printed with these machines. Without them, the publishers could no more print their papers, and supply their thousands of impatient readers, many miles distant, every morning before breakfast,

than they could fly to the moon. Great as the Americans are in many things, in nothing are they so great, we think, as in their printing machinery, compared with that of Britain. The mighty Thunderer of Printing-House Square, has been obliged to invite the co-operation of Messrs. Hoe, to produce, under the workmanship of Messrs. Whitworth, of Manchester, two of these 20,000 per hour marvels for the Times—which firm have made one also for the Manchester Examiner and Times—whilst machines have been shipped from here direct, and fitted up by American workmen, in the establishments of the Illustrated London News. Lloyd's Weekly News, and Manchester Guardian, to enable these newspapers to print their large impressions in time for delivery.

One is apt to think, what the consequence would be, now-a days, if any potentate was to follow the bigoted King James the Second's example, in either Britain or America, and decree to stop the working of these mighty civilizers of the world. Happily, we live in days more liberal—but only because, in a great measure, such machines as these have rendered them so. Again, what if old Caxton, or Ben Franklin, could look up and see a ten-cylinder machine at work, would they believe their own eyesight! Readers in England may see the large machines at work at the offices in London and Manchester, as before stated; and in America, in several of the offices of the New York, Philadelphia, Boston, Cincinnati, Baltimore, St. Louis, and New Orleans daily papers. There they form one of the most interesting sights in these cities.

Having seen this wonderful machine working in London, and after seeing it again in operation in New York, curiosity prompted us to visit the establishment from whence this Leviathan in the printing world, and the world of mind, drew breath; consequently, we found our way to Messrs. R. Hoe & Co.'s works in Gold street, New York—such another street as a person gropes his way through when he wishes to reach the Times office, in Printing-House Square, London; so that one bent on such an excursion must not be too delicate either in his sense of smell, or sight; and must not turn back because he has not the broad pavement of Regent street or Broadway, to walk upon.

Arrived at Messrs. Hoe's establishment, we find a large counting-house, which, with its spacious and comfortable appliances, stands out in strong relief to Gold street outside, just passed through. On expressing our desire to see their establishment, and, if possible, some of their machinery at work, we were informed that they would have pleasure in showing us around—as they will all strangers, and particularly from Great Britain; but informed us that we would have to go to the works in Broome street. We thought that the works we saw in the court-yard behind, were the works; but we were politely told, these were only the "jobbing" works, and where the printers "furniture" was manufactured. Receiving a card with the address, we soon found our way to the works in Broome street. We may here notice, that the works are about a mile off; but there is telegraphic communication between the two establishments—rather a novelty in its way, in a private manufacturing establishment—so that any stranger going from Gold street to Broome-street works, it is known at the latter works as soon as he has left the counting-house in Gold street.

The works are situated on Broome, Sheriff, and Columbia streets. Before entering the works, however, we had to go to the office, where we were furnished with a ticket of admission—a safeguard perfectly necessary, when one recollects what was said of a certain Scotch machinist, who once got admittance into the printing office of the London Times, and brought away such drawings—said to be on his finger nails, and his memory together, as enabled him to produce similar machines as the Times was printed upon, for another celebrated printing establishment in Scotland. With the variety of patterns laying about, in Messrs Hoes' establishment, the precaution is not an unnecessary or unreasonable one.

To describe all we saw and felt, would take up too much of our space. We may, therefore, briefly state, that the two principal articles manufactured here, are, hand printing presses and steam cylinder printing machines, from the smallest card jobbing press to the large ten-cylinder machine, and also hand and circular saws, of all sizes.

In addition, however, to these, they also make lithographic and copperplate presses, stereotype planing machines, vertical steam-engines, hydrostatic presses, screw presses,

ruling machines, arming presses for bookbinders, paper-cutting machines, letter-copying presses, etc. The two great departments, however, are the Printing Press and Saw manufacturing departments.

In the saw-making department, we saw the "toothing" process, by which the large teeth are cut out of the plates of steel by machinery, as easily as if the knife was cutting through a piece of cheese. They are afterwards taken to the ground floor, where we saw some twelve or fifteen grindstones at work, grinding and tempering the plates, as well as polishing the surface.

In the toothing-room, the saws, whether long or square, are all rendered true by careful hammering and the use of the level. These saws are made in great quantities, and as large as six feet in diameter in circular saws; and the long saws as much as ten feet in length. It is by the use of these immense saws cutting through a log of wood, with the circular ones flying round at the rate of 1000 revolutions a minute, that the trees in the vast forests of America are cut up, and constructed into "sawn lumber," fit for its various uses afterwards. We wondered, to the heart of what solitary forest those we observed making would ere long be transported, to perform their daily work, regardless of winter's frost or summer's scorching sun. One of these ten feet long saws will cut up 12,000 feet of timber in one day. To see them, however, in all their fearful grandeur, is when two and twenty of them are fixed in one frame, about one inch or so apart, working up and down with great rapidity, and walking through a log of 24 inches in diameter, with all the ease in the world—reducing the mighty "monarch of the forest" into twenty-four striplings of deal boards at one operation. In a lumber establishment on the River Ottawa, Canada West, we saw this done at a rate, in which, by the united action of these twenty-two saws in one frame, no less than 635 feet of timber was cut up in one minute!

In another part of the saw-room may be seen the beautiful smooth surface put upon them by means of machinery, altogether making one feel the extent of what that timber trade must be, when one establishment alone turns out such quantities of saws. In this article of large, long and circular saws, we understand the makers of Great Britain have no chance in competing with the American makers, such as Messrs. Hoes, whilst in small hand-saws again, the English-made article maintains its ground. When Messrs. Hoes first started saw making, they had men from Sheffield—who went on in the way they had been accustomed to do—till they found out, that it did not compete successfully with Sheffield, and so continued until machinery was brought to assist them, and now, as we have said, the English-made article in large saws has no chance with the American.

It is in the construction of their wonderful steam-printing machinery, however, which is most interesting, and here in another department will be seen printing machines in all stages, from the rough-cast cylinder, or malleable iron, or brass fittings, to the completely erected machine ready for delivery. Having given a description of their latest improvement and greatest achievement in this department, we need not allude to printing presses further than to say, that in one of their newly-invented card printing presses, a marvel of ingenuity is there presented. This little machine not only cuts cards for itself, but prints them at the rate of from 15,000 to 20,000 per hour! We actually did not believe it, till we saw it in operation. It not only does that, but counts them off in quantities of 20, 40, 60 or 100, or any quantity in fact, and prints consecutive numbers on them, same as the paging of a ledger, up as high as number 999,000. These are valuable machines, where railroad passenger-tickets, or such, are wanted. One of the great difficulties for some time was, how to print these tickets and number them at the same time, and yet every ticket to have a different number. In this press (railroad-ticket printing press) that is accomplished, with the cards worked on to this little automaton machine in the shape of a roll of card-board. It thus enters at one end, and appears next, cut, printed, counted, and every one numbered differently. What will machinery be doing next for us! This even beats the automaton oven and bakjng machine described elsewhere.

We had almost forgot to say, that a large portion of the works are connected with manufacturing from Spanish cedar and cherry wood—the type cases, and the other wood work

required by the printing profession. In fact, the Messrs. Hoe manufacture every thing for a printer, excepting types and ink.

We take pleasure here in stating, that Messrs. Hoe employ nothing but picked, first-class workmen in every department, to whom they pay the highest wages given by any in similar works. Even the very laborers must be good at what they have to do, and each and all men of undoubted steadiness, and respectability of character. They have first-class workmen from England, Scotland, France and Germany, and at one time we have heard, they had actually Turks and Armenians working.

When the works are as busy as they can be, fully five hundred men are employed. At the time of our visit, about three hundred and fifty were employed.

## HOTELS IN AMERICA.

Hotels in America are generally immense blocks of buildings—sometimes a square brick or stone block—resembling a warehouse in London or Manchester (Eng.); at other times rivalling, in exterior splendor, that of Buckingham palace. They vary in size, and are fitted up to accommodate from one hundred to nearly one thousand guests, and are conducted upon different systems. Some are exclusively upon the American plan, others upon the European; others, on the American and European combined—so that guests may please themselves which to adopt. There are hotels almost exclusively frequented by Germans, others by Frenchmen, whilst the principal hotels are all patronized by Americans, British, and natives of all parts of the world.

Regarding the hotel conducted on the American plan, we may explain that there is a large hall, used exclusively for taking meals. All the guests sit at the same table, unless when two or three tables are necessary. These halls range from one hundred to two hundred and fifty feet long, by about from fifty to one hundred feet broad. There will be seen, say a magnificent set-out dinner-table for one hundred or more guests, with a line of table-napkins, in upright fantastic form, stuck into every tumbler, which range along each side of the table from end to end. The meals—all previously prepared and brought up—are placed on side tables, and there delivered to the white or colored waiters, each one of whom has four or six guests only to wait upon.

It is one of the most novel sights for a stranger to see in one of those immense dining-halls, a whole regiment of Sambos waiting for the signal to uncover such of the dishes as are placed on the tables before the guests. After all the company are seated, say twenty to thirty of these waiters are ranged, one half on each side of the table, behind the guests, in military line. At a given signal, each one reaches over his arm and takes hold of the handle of a dish. That is the first movement. There they all hold for a second or two, when, at another signal, they all at the same moment lift the cover, all as if flying off at one whoop, and with as great exactness as soldiers are expected to "shoulder arms." This is the case in the $2.00 or $2.50 houses in the large cities. In the smaller or cheaper houses, the same formality or order is not to be seen in that respect, nor are the dining-halls, of course, so splendid. In almost all hotels, there are no carpets in the dining-saloons, which rather detracts from the apparent comfort in the minds of those who have always been accustomed to dine in rooms nicely carpeted.

In this large hall, all meals are taken; breakfast, dinner, and tea—or supper, as it is called. The hours vary in different hotels. Generally, breakfast is at 7 or 8, A. M.; dinner, 12 or 1, P. M.; tea, or supper, at 5 to 7, P. M. Some of the large and most fashionable houses have second dinners, set out at 5 or 6, P. M. The meals, one and all, may be said to be "royal," in the fullest sense of that word. Even in hotels, where the charge is only $1 per day, or $3 or $4 per week, the set-out is not to be despised. For the curious in such matters, we may state what the meals consist of, at a house of that description—which will be found quite common all over the States.

For breakfast, excellent tea, coffee, or cocoa; beefsteaks, mutton chops, ham, fish, pota-

toes, (roasted, boiled and fried); buck-wheat cakes, Indian corn cakes, (like pancakes,) Indian corn bread, wheaten and brown bread, butter, and eggs; the latter, by the way, broken and emptied into glasses, and supped with a spoon.

Dinner is regulated by, of course, what is in season. What is provided, may be said to contain "all the delicacies of the season," and even a few which are unknown at the hotel dinner tables in Great Britain.

In July last, we found at a $1 per day house, in a northern State, the following bill of fare:—

Soup.—Maccaroni and vermicelli.

Fish.—Mackerel, trout, and white fish.

Boiled Dishes.—Ham, tongue, and chickens.

Roast Dishes.—Beef and lamb.

Vegetables.—Potatoes, (boiled and roasted,) turnips, green peas, cabbage, beetroot, lettuce, onions, French beans, squash, pickles, etc.

Pastry.—Apple pie, rhubarb pie, Indian corn pudding, (like ground rice,) wheaten bread pudding, floating island, sponge cake, cheese, biscuit, etc.

Tea—or supper, as it is called—consists of the same as at breakfast time, with an addition of sponge cake, jellies, jams and pastry, sufficient for the sweetest of teeth.

At every meal, there is universally set down a tumbler of cold water. In fact, that accompanies every sort of meal in America.

Considering that the foregoing fare is provided in hotels where you are boarded and lodged for $1 per day, you ask yourself the question, How is it done, and where in Great Britain could you get such fare, for any thing like double the amount of money?

In the $2 50 (or 10s. stg.) per day houses, of course the meals are more sumptuous still, there being magnificent desserts placed on the table after dinner, consisting of the most tempting of home, as well as tropically grown, fruits.

In connection with the meals at American hotels, we confess we have failed, like Mr. W. Chambers, to see much of that fast eating attributed to Americans. We have seen quite as much of that in England, as at any hotel in America. At first-class houses, in the large cities, we have many times considered them decidedly slow at meat. We have seen instances of some finishing their meals quickly—but we have seen that excelled many a score of times, in "coffee rooms" and "commercial rooms" of hotels in England, where either not being called in time—meals not ready when wanted or ordered—the unfortunate traveler was often obliged to "bolt" them at a rate about as fast as the approaching locomotive he was anxious to be in time for.

As a general rule, people here do not sit so long at their meals as they do at the tables in the hotels in Great Britain, greatly owing, we think, because the drinking customs are not indulged in so much here. At table, there is not so much ceremony and formality, and dining does not generally occupy so long time—whilst at some tables, a proportion of the guests may be men in business, who allow themselves only a certain time for meals, and as soon as done, are desirous of perusing a newspaper, in the reading room, before returning to business.

The bedrooms of all hotels almost, in America, have one great advantage—they are lofty and clean, as a general rule; the first-class houses scrupulously clean. The most gorgeous apartments of first-class hotels—or, as we may call them, the $2 or $2.50 (8s. to 10s.) per day, houses—are the ladies' parlors, drawing-rooms, and reception-rooms.

Visitors, on calling, are received in the reception-rooms, which are little drawing-rooms of themselves.

The public sitting-rooms are really gorgeous apartments, and such, we fancy, as many on the British side of the Atlantic have little idea of. Let the stranger enter one of these magnificent, lofty rooms, even although he has been accustomed to the Great Western at Paddington, the Euston, or any of the fashionable hotels in St. James or Albemarle street, London, (Eng.,) or Douglas's in Edinburgh, he will be met with splendor he scarcely reckoned on. On whatever point the eye rests, it is only to be dazzled or pleased. If the

dining-halls were banqueting-halls, truly these are elysiums of ease and grandeur. Look at the walls, and they are touched off with excellent taste, in white and gold, perhaps; the cornices—the richest and most intricate efforts of the plasterer; the windows—hung with the rarest and most costly draperies of Tournay or Bradford; the floors—covered with the softest and most beautiful velvet-pile carpets of Bright, of Rochdale, or Crossley, of Halifax, (Eng.,) which have found their way here, to add comfort and splendor to the apartment; the exquisitely-carved rosewood furniture—sofas and easy chairs of all imaginable shapes, for luxurious ease and elegance—and the superb grand pianos, of America's best manufacture; whilst the splendor of the mirrors, and the gas-fittings, and chandeliers—by their intricate workmanship and beauty, finish off the gorgeous apartment. We are in sober earnest in our remarks, as all will know who have seen these palatial residences. If the Queen of the United Kingdom should visit those shores, neither Her Majesty nor guardians need fear the want of queenly accommodation, even in the every-day life of a first-class American hotel.

The ladies' drawing-room is appropriated for single ladies, or married ladies and children, and for gentlemen who accompany their wives, or sisters, and families.

Single gentlemen, travelling alone, will find a gentlemen's parlor for sitting in. Such, however, are not much frequented in summer, generally. In fine weather, the gentlemen prefer to sit about the doors, in the cool of the summer evening, or in the reading-room, where the newspapers are.

Single gentlemen are frequently invited into the ladies' drawing-room by the proper inmates of it, and sometimes strangers go in uninvited, by mistake. In such cases, full allowance is made for the error, and, most probably, some of the ladies will open up a conversation, and thereby make the stranger feel at once at home.

The fastidious Englishman—when he enters a hotel on the American plan for the first time—may turn up his nose at some things which he sees, simply owing to the difference of system adopted here. If he has been a commercial traveller, for instance, who, as an old stager on some favorite ground in Britain, and as well known as the village clock at every crack house all along his route—where the chambermaid will be sure to put him into the best bedroom—where the boots will be like to break his neck, and his back, too, in assisting on his arrival—while the oily waiter, with his crimson countenance in white choker so clean, stands rubbing his hands, with a towel under his left arm-pit, and the sleek and well-lined host approaches to shake the arrival by the fist—such a gentleman will find a mighty difference in an American hotel.

First of all, let us remind him that, in the consideration of expenses, there is a great saving here. You can live here at a hotel equal in magnificence to a Mivart's or a St. James's hotel, for 10*s.* (stg.) per day, and no fees to chambermaids, waiters, boots, or porters. Your meals will comprise delicacies with which you never have been favored, even in your "best house on the road;" so that if a different course is pursued here, different and better courses are laid before you. But you may wish to dine by yourself, as at home. Well, you can be accommodated at the hotel, on the European plan. Only remember, that in sitting down at the public table of a hotel here, on the American plan, you will meet with the company of the most accomplished ladies as well as gentlemen, the former being unknown guests at your "commercial room" tables in old England, Scotland, or Ireland. Here you will see a deference, respect, and attention paid to ladies, exceeded nowhere—not even by the politest people said to be in the world—the Parisians. If you are found to be a well-bred and true gentleman, it will not be a very difficult matter, particularly to you, a stranger from Britain, to get introduced in the drawing-room to the best of its society. It is true, that at the public dinner-table you will miss your accustomed "president" at the one end, and your "vice" at the other; you will miss your bottle or two of wine, or as much as you have been accustomed to "put away." But here we are wrong. You may call even for your wine or spirits, and get any thing of that kind supplied; but if you do, you will feel "all alone in your glory," and be left to propose and respond to as many toasts as is usual, from "the Queen, and God bless her," down to "absent friends;" but this

bear in mind, you will do all within yourself—imagining all the while a few of the old "bricks" around you. But the fact is, you will forget all that here. The company by which you are surrounded at dinner, the magnificent styles of the dresses—the merry faces—the perfect forest of table-napkins which, stuck into the tumblers along each side of the long tables—which might groan if they had the power—the activity of the servants, the whole scene of knife-and-fork work, from one end of the table to the other, and the rich and good things set before you, will all combine to make you forget the comforts even of the "Hen and Chickens," the "Red Lion," the "White Horse," the "Stork," the "Buck's Head," the "Guildhall," and any and all of the favorite houses you have left on the other side of the water.

Finished your dinner, for example, instead of a bill of 2*s.* 6*d.* sterling (62 cents) for dinner—and, to say the least, other 2*s.* 6*d.*, but oftener 5*s.* ($1.25), for wine alone, making, as you well know, from 5*s.* to 7*s.* 6*d.* (stg.,) and sometimes as high as 10*s.* to 14*s.* each, when you have had an extra "heavy go," for dinner-bill alone—here you have had all you could desire in eatables, for from 1*s.* to 2*s.* (stg.), depending upon the house you stop at.

In connection with this subject, we would refer you to a letter in the London *Times* of July 10, 1858, wherein a gentleman complains of a hotel at Brighton, (not, however, the "Clarence,") at being charged in a dinner-bill, as follows:—Soup, two chops, pease, potatoes, cheese and bread—only (?) 7*s.* sterling; and with half a pint of sherry wine, 3*s.*; in all, 10*s.*, or $2.50—exactly the *price of one entire day's board and lodging* at one of the tip top houses in New York.

If you should, however, think some of the company rather plebeian, we would have you to recollect, that at the dinner-table here, as well as everywhere else in America, "Jack is as good as his master;" and if you happen to have got an engagement in a store, you will meet your employer here at table, and he will meet you in a very different spirit, and with very different feelings, from what some "old governor," you once had, would have met you at the dinner-table—if he had ever met you there at all.

If it should so happen that you have not got such a nice bed-room as you would like at the hotel, all you have to do is to give the clerk the hint, in a quiet, gentlemanly, and affable manner, and he will meet you in the same way, and give you, most likely, the first room he can for the better. The clerks at hotels here, are obliged, as they are generally found to be, civil, obliging, gentlemanly men; bred, most likely, as you yourself were, otherwise they could not occupy the post of book-keeper and cashier, and in many cases speaking three or four languages. If, however, you "try it on" with them, in the style of "born to command," so usual in hotels in Britain, you will find you make one of the greatest mistakes you are apt to make in this country, for want of not knowing better how to go about matters.

Some of the principal hotels in all large cities in America, are open all night; in fact, they are never shut from the morning the house is opened by the tenant, till it is closed forever by him. A fresh clerk, with fresh servants, go on duty at night, and relieve each other with the same regularity as the soldiers relieve each other at the Horse Guards.

One great advantage of the American hotel is, that, being open all night, as we have said, and that you arrive, say at four o'clock in the morning, you will meet with the same attention and promptness as if you had arrived at twelve at noon; and in some of the hotels, where there is a bar always open, you can have meals at any hour of the night or morning, just as promptly as at one o'clock in the afternoon.

On your arrival at a hotel in America, you will not be saluted by a waiter or two in white cravat, black cloth suit, etc., and with an immense deal of bowing and humbug from either waiter or landlord. Instead of that, you enter the hotel, perhaps unseen; go right up to the desk at the office; ask for the visitors' book, (where you enter your name, and where you are from); tell the clerk you have some luggage, (or *baggage* as it is invariably called,) when he will summons one of the porters of the house to bring it from the door, if there. You apply for a bedroom, the clerk presents you with the key of a room of a certain number; the porter, who has brought in your baggage, is desired to ascend with

you to your room, and there you will find it all ready for your reception; and let you arrive whenever you will, the bedroom you are sent to is certain to be in that state, and none of the hurry-scurrying which is to be seen sometimes in hotels in England and Scotland, when a room is not in order for a fresh guest to enter it. Your baggage laid down in your room, it will be better for you to peruse the rules and regulations of the house, which you will frequently find printed on a placard and hung up in your room.

The key which you got from the clerk is intended to be used by you *by day* as well as *by night*. That is to say, keep your door always locked during the day, and when not in your bedroom, either keep the key in your pocket, or what is general, return it to the clerk at the office, who will hang it up; and whose duty it is to receive it from, and deliver it to you, whenever you like.

Any complaint you may have to make; any thing not exactly to your mind; any change you may want; stamps, wafers, etc.; inquiries as to post-office, or any thing else pertaining to the town; any washing requiring attending to, there is only one man to talk to about these and all such matters, and that is, the clerk or book-keeper in the office. It is no use talking to servants; they will pay no attention to you, further, than tell you to apply at the office. Of course, at any time, you may ring the bell in your room, and the clerk will dispatch a porter to see what you want.

One of the most important assistants about a hotel here, is the clerk or book-keeper; he is, in fact, the factotum of the establishment, and who is to be found in close attendance, as we have said, at the desk or in the "office" of the hotel—the latter a department almost unknown in hotels in Britain. With the clerk you make your terms for board and lodging on entering. Whatever terms you make, it will be so much per day or per week. In many hotels, where the charge is $2.00 per day, you will find, by making a bargain *per week*, it may not cost you much more than half that sum per day. In the same way with houses whose charge is $1.00 per day, you may board and lodge for $3.00 or $4.00 per week; and whether you bargain by the week or by the day, the bills of fare are the same—your patronage is esteemed just the same for a day, as for a week, and you can stay as long as you like, or go when you like. Only there is this to be remembered, that you had better ascertain the hours for meals, as, if you are not there at meal-hour—and lose meals—there is no reduction made in the rate per day, it being all the same whether you take meals or not.

Boarding in hotels, as a regular thing, is quite common by young men in situations, and young married couples, who have not the means probably to furnish and keep up a house as they would like, or who do not wish to have its cares and troubles. Families, however, who have any idea of residing permanently in a town, furnish at once, if they have the means. We have met many young men in situations—in towns in the States—who being unmarried, board and lodge in the hotel, and do so very respectably and comfortably, for $3 or $4 per week, and feel convinced they live better, and are more comfortable than if in private lodgings.

Workmen, again, with and without families, who are strangers in a town, seek out a respectable hotel, where they find it very convenient and economical, until they get either private lodgings, or rent a house of their own. We have met with several workmen in the northern and western states, who, earning their $8 to $10 per week, live regularly at the hotel, paying $3 to $4 per week for board and lodging, such as is unknown to the working classes in Great Britain, who have the same amount of wages, viz.: 32*s.* to 40*s.* per week.

Half an hour or so before each meal, a huge gong is sounded through all parts of the house, with noise sufficient to waken the dead, were it possible. On the sound of the second gong, it is to intimate that every thing is ready, and you are desired to take your seat at table. The top, or head end of the table, is always reserved for ladies, and gentlemen with ladies, seated all together. The single gentlemen take the first seat they lay hands on.

American hotels are owned or leased by sometimes only one party, and in other cases by

two or three in partnership. Sometimes a man is a partner in a hotel, and a manufacturer or merchant at the same time. He will invest his money as a speculation in a hotel, just as soon as in a cotton mill, a railroad, or a bank. Again, there is one man in the States, who is lessee of no less than five of the largest houses, in different cities.

The conducting of a hotel, in America, is reduced to a system as methodical and perfect as the carrying on of a cotton mill, or conducting a garrison, and hotels here are just as unlike some of the hotels in Britain, as a country draper's shop is to a mammoth sized warehouse, in Manchester or London.

The hotel proprietor is generally a shrewd, active, gentlemanly man of business, who works more with his head than his hands.

In the offices attached to some hotels are two or three clerks or book-keepers, whose duty it is to answer all parties calling.

When about to leave a hotel, give all your instructions to the clerk at the office. If you leave word any where else, it may be forgot. If you leave it with the clerk, it is almost certain to be punctually attended to.

Near the clerk's office, there is generally a washing room, where you can wash your hands, etc., without the trouble of going up to your room to do so.

All hotel keepers have skeleton keys to the bed-room doors, so that in leaving your room locked, it is better to leave all your baggage locked up. Those keys are necessary to enable the servants to clear up the room in your absence.

Regarding the hotels upon the European plan, we may observe that in some of them there is a "coffee room," similar to that department of a British hotel, where the guest may take meals at a table by himself; or again, where the meals are served up in the private rooms engaged by guests.

We may here remark that the European plan of hotel keeping is gaining ground in the large cities, amongst the first-class houses.

The hotels on the European and American combined, are conducted, in every other respect, same as an exclusively American hotel, excepting in the serving of meals. It is in having a coffee room—and meals supplied at separate tables there, or in private apartments—in what the difference consists. Frequenters of first-class hotels in England, will find themselves suited in America equally as well, and, we suspect, immensely cheaper than at hotels in Britain, and with all the comforts of the *elite* of the houses in "Belgravia" or "Modern Athens," or in the "Hotel du Louvre."

Suites of private apartments, with bath rooms, and every modern convenience, can be engaged, fitted up in regal magnificence, either in the exclusively European, or semi-American and semi-European plan, with the best attendance—carriages, horses, and every thing which is generally attached to first-class houses.

By an ingenious contrivance, all the noise of ringing of bells in the house is avoided. An instrument called an "annunciator," is placed in the clerk's office. At a given signal from any particular room, the number of the room is indicated upon the dial-plate of the instrument, by one stroke of a call-bell, when a servant is dispatched to the room to ascertain what is wanted.

Connected with every hotel there are numerous bath-rooms, and a barber's shop. Judging from the numbers who frequent the latter, and the time spent under the peruquier's hands, and in the washing-rooms attached, the Americans appear to be very particular as to their cleanly personal appearance and comfort.

Parties are recommended not to be over-communicative with strangers they may meet staying at hotels, as almost all hotels are infested with a set of prowling "loafers" and sharpers, who are continually on the look-out after strangers, on whom to practise various descriptions of imposition and robbery. One may be officiously polite in offering to show you the "lions" of the city or town; another will assume to be a perfect stranger like yourself, in visiting such; whilst a third will pretend he is travelling to the same place you are going to, and offers to take you to the *proper* place for obtaining a ticket to your destination—whilst he is only an employé of a "bogus" or swindling ticket-office, after all. Some strangers, who consider themselves very "smart" at home, have found, to their cost, smarter fellow-companions in strangers in such cities as New York.

## PROTECTION TO TRADE AND DEBT COLLECTING.

A COMMERCIAL traveller acquaintance of ours, once was desirous of opening an account with a very good and safe man, but such was the nature of the customer he had to meet, that the traveller was for some time at a loss how to approach him, as, from all he had heard of him, he was one of those purse-proud, ignorant, and contemptible men who are to be met with sometimes behind a retail shop or store counter, by travellers "on the road." There was only one way to make the attack, as he was determined to let him understand that the obligation of doing business between individuals, was mutual, so he resolved to "take the bull by the horns." Walking into the shop, with parcel of patterns in hand, and an utter stranger, although not unacquainted with the peculiarities of the man he had to deal with, thus addressed him: "I have called, sir, to pay you one of the highest compliments which one man can pay to another," delivered with all that suavity of manner and perfect coolness with which some accomplished travellers are largely endowed. The customer was taken aback from so unusual a salutation, and was brought to inquire, "Indeed, sir! In what respect?" "Simply, sir," said the traveller, "that the house I have the honour to represent, considers you worthy of credit." The result was, that between what the customer considered the audacity of the traveller, and that he felt the truth of the compliment, it led to business between the two. We mention this anecdote briefly, to illustrate how difficult it is to do business with some men, however good value may be placed before them, but more particularly, that the man who, although at one time in the hey-day of prosperity—and whose position is one of undoubted good credit, with every one more anxious than another to do business with him—may not always remain in that excellent position, but who, a few years afterwards, may afford as good reasons why the commercial traveller should be as desirous of avoiding his acquaintance as our friend was of making it, and hence the necessity and utility of one of those "institutions" in America, called "Commercial" or "Mercantile Agencies," connected with which, is that of Debt Collecting.

The system of Trade Protection Societies, as carried out in Great Britain is in its infancy when compared with the system in operation in America. Where is the protection society there, for example, that can produce in its office a record of the commercial standing of every man in business from Penzance to John O'Groat's, or from Ballycastle to Dundrum Bay. It is true, that such as Messrs. Perry of London have a register of all London traders only, and may procure information, perhaps, regarding men at a distance; or it may be that a Trade Protection Association in Manchester or Leeds can give information about parties in those districts to their members writing to, or calling at their offices, but if information is wanted about a man in Wick, (Orkney,) Enniskillen, (Ireland,) or Truro, (Cornwall,) or other more out of the way places than these, they have to write and procure the information, and ten chances to one if they have correspondents there from whom they can get any information at all.

The mercantile or commercial agencies of America are conducted by private firms—whose standing can be easily ascertained by parties desirous of employing them—thus doing away with the objections to boards of directors about such establishments. They are carried on upon an immense scale, with agents and correspondents ramificating throughout the whole of the Union and Canada, and now we understand they are extending their business to Great Britain, Ireland, and the continent of Europe. Their register of traders extends to every man engaged in business in every town and county in all the states and territories of America, as well as in Canada. This may be termed their "Trade Protection" department. In this department sets of books are kept, in which is entered the name, trade, and address of every man who is in business, whether that is in New Orleans or Nova Scotia, in California or Canada. In a certain folio in a ledger, every man's name is entered, followed up by a variety of particulars, such as when he commenced business, what means he had, what was his moral character and business abilities, his marriage or family connections, etc., etc., so as to present a complete history of every trader from the date he started in business. Thus far, then, every man's character and circum-

stances are "posted up" into one of the ledgers of the firm. At the end of every six months, a fresh entry is made at his folio in the ledger, detailing any fresh circumstances which may have arisen to alter the private or business character of the trader. Thus, for example, if he began ten years ago, there is an entry made at the end of every six months, showing all the circumstances attending his career down to the present day; at all events, so far as has been possible for the mercantile agency to get to know. Thus, then, Mr. John Smith may have been in good standing when he started business, went on all right, and made money. At the end of the first year, stood reported in the agencies' books; "perfectly trustworthy" at the end of the second year, however, the report stood that he was "given more to his rifle and dogs than to industry;" at the end of the fifth report, or six months after the last, "seen frequenting drinking saloons too often—caution necessary in giving credit;" whilst after other two reports, or at the end of other twelve months, the report stands, "accommodation paper going freely between him and another house—credit fast on the decline;" at the end of the next six months, the report says, "sold out to Mr. A. B., who has re-sold out to Mr. C. D.," evidently a swindle, thus putting a very fatal report upon his future career.

During the last two years or so, houses who have been desirous of knowing something of Mr. Smith, with the view of trying to do business with him, or others who have been doing business with him, have got uneasy as to reports they have heard respecting him, so that Messrs. Cotton, Cloth & Co., or Messrs. Brandy, Wine & Co., and many others, being members of the agency, send to inquire what report it has as to Mr. Smith's character, when they are furnished with his whole career, as embodied in those reports. When these houses make inquiries as to his position, that fact also is entered in his folio in the ledger, so that when the report is received that he has "sold out to Mr. A. B., and who has re-sold out again to Mr. C. D.," a note is dispatched by messengers, if in town, or telegraphed to a distance to the houses, who had made inquiries some time previous, to call at the agency, when they are shown the information just received, regarding Mr. Smith; upon receiving which, they at once take steps to recover. In the course of men's business lives, a variety of circumstances transpire, some of which have very injurious effects upon their commercial standing. All these, so far as can be ascertained, are recorded. We have given the foregoing illustration to show the *modus operandi* of the system, which is similar in some respects to the Trade Protection Societies in Britain, but we think, with this additional advantage, that, as we have said before, whilst a society located at Glasgow or Edinburgh has no record of houses at Galway, or St. Ives, or Clonakilty, or Abergavenny, they are obliged to write to their correspondents in those towns if they have any, before they can get answers regarding parties there, when inquired after. Here, however, the name and standing of every trader is kept "posted up" on the premises. They have no occasion to write. A member calls, and gets to see at once the position the man holds as there recorded, which is undoubtedly in advance, and superior, in our opinion, to the system at present in existence in Great Britain. Again, the firms who conduct these agencies have no interest but to give faithful representations to all their members alike. The records in their ledgers are open to their members, respecting their customers, wherever situated, and the information there recorded, is obtained by correspondents, residing permanently or travelling, going over particular sections of the country. Another means, however—and as far as it goes, one of the best means, of knowing the "paying" position men are in—is in the vast amount of business these agencies get to do, in the way of collecting debts. This brings us to the other department of their business, viz., Debt Collecting. The Trade Protection Societies in England and Scotland sometime ago annexed this branch to their inquiry, or protection to trade department, for the use of their members, and we believe have worked it very successfully, often recovering debts, when the principals could not get one penny by direct application. In this department of the mercantile and commercial agencies, debts are collected for the general public as well as for members, which all the more extends their facilities for acquiring business information, and makes the department of great magnitude in the amount of business transacted.

In such an extent of country as this is, it will at once be seen the great advantages which

such agencies present to mercantile men, say in New York or Philadelphia, who can get their accounts collected for a trifle through this means, although fifteen hundred or two thousand miles distant, these agencies having correspondents or agents every where, and besides their regular correspondents, they have intimate connections with banks—the officers of which communicate freely with them—expecting like facilities in return, when their business may need them. They have also correspondence with attorneys, who keep them advised of suits, encumbrances upon the real estate which parties may possess, and other information derivable from the public records. They have thus, abundant means of "checking" the information furnished by regular correspondents—and avoiding injustice, which might be done by misrepresentation, if entire dependence was placed upon reports from one source—as most men, however good and reliable, upon the whole, have their own interest to take care of. Indeed, such information must always, of necessity, be strictly guarded, and, to a certain extent, it must be secret—one merchant writing to another on such subjects, always expecting and enjoining secrecy—and would think himself badly used if his injunction was disregarded.

Little, we think, do some of the small store-keepers consider that their moral and business character is so narrowly watched, so carefully recorded, and taken such good care of, in a regular debtor and creditor account of their virtues and successes, placed against their vices and misfortunes, and those carefully added up every six months, and the balance then struck as to what the report should be in the books of the commercial or mercantile agencies. But so it is. As an institution, these agencies may be objected to by some; but, taking any little disadvantages they may appear to present, we think, on the whole, that in the hands of respectable men, they are calculated to assist very materially every man in avoiding—what every man is anxious to avoid—making a bad debt; or if, after goods are sold to a doubtful customer, they prove of value in assisting in the recovery of the money, or getting security for the debt.

There is no doubt but that the system is an inquisitorial one in some respects, but not more so than is in operation by some London and Manchester houses, who keep such registers of all their customers, and the amount they are worthy of credit for, and who, by means of their travellers covering the ground, and their own private "bailiff"—as a department of the counting-house—who is retained to look after all long-winded customers, and who holds himself in readiness to be despatched at any moment of night or day, with the peremptory orders in his pocket of—CASH—SECURITY—OR BANKRUPTCY, to fire red hot into the unfortunate customer who has a screw or two loose, or even fancied to be loose. The system of commercial agencies is only that, carried out for the whole business community, what many firms do on their own account.

Members pay a certain amount yearly, and are furnished with replies to any inquiries they may make respecting the circumstances and character of traders. Some of these establishments have branch offices in the principal cities all over the States and Canada. One of them, the oldest and largest, (B. Douglass & Co.,) having as many as 19 offices in different parts, and employing in the aggregate nearly 400 clerks—over 130 being employed at the chief office in New York alone.

## BANKS AND BANKING.

IN America there is no "Bank of America," as one institution—similar to the old lady in Treadneedle street, London—who, in a fit of the fidgets, or an affection of spasms, occasionally spreads her effects through the veins of the commercial body throughout the whole world, cramping up and levelling, in one day, all the paper-houses and castles in the air of the most wide-a-wake speculator, or who, some other day—when she feels inclined to be liberal—from the fact of having more gold in her coffers than she knows what to do with—will open her purse, as well as her heart, and discount more freely at a low rate, affording relief to the distressed broker with settling-day not far off, and in fact to every

one—even from Rothschild, who may have been negotiating a loan for some "foreign power," who is not powerful enough to make ends meet—down to the poorest workmen out of employment, who when life, activity, and confidence has emanated from the old lady referred to, is again in the receipt of weekly wages. In England the system centres in one, alike in banking, as well as in government.

In America it is in banking as in government,thorough republican, all upon one footing. In some of the Western States, all can issue notes, from the best and wealthiest joint stock concern, who affords to its customers the security of the State, down to the speculative "Wild-Cat" banker, who does not trouble himself about anybody's security and safety but his own, and who, in the issue of the notes of *his* bank, or, as they are termed, "Shinplasters," trusts to a long-eared public taking them as fast as those of any other bank.

To give any thing like an adequate idea as to the banking system, in America, and the different methods on which it is conducted in different States, would require a volume, so we can only merely glance at some of its features, at present.

Any man, or body of men can open, and carry on a bank, and issue their own notes, the law requiring, that to be a legitimate banking institution, affording the greatest possible security, it should deposit, in the hands of the comptroller of the State in which it is, government stocks to the value of its issue.

For example—a bank is started with $500,000, (£100,000,) and out of that capital, an issue of notes to the extent of $100,000 is wanted. The proprietors go and purchase State stocks to the value of the $100,000 and take these to the comptroller of the banking department of the State, who, having received these State stocks, countersigns the bank notes, (or "bank bills," as they are called,) for those parties for that amount of stocks which they have pledged, or deposited with him. The safety to the public, who take these notes, consists in having the notes secured in the manner stated. The public holding such notes in the event of such a bank suspending payment, have recourse upon the comptroller, who "winds up" the concern, and pays the note-holders, the amount of the notes, subject to a deduction for expenses incurred in winding up. In such cases, the note-holders have to wait some time, before the matters of such concerns are settled, and hope for as near 100 cents to the dollar, as possible.

No such bank can issue more than the quantity they have given pledges for, because every note bears on its face, the signature of the comptroller, and he will not sign his name for more than he has received value for.

Banks, whose safety to the public are thus secured, have on the face of their notes the words printed—"Secured by the pledge of public stocks," and in addition to having the signatures of the president and cashier of the bank, the note is stamped thus in oval form, generally, "Countersigned and Registered in the Bank Department." Then follows the signature of the comptroller, specifying, also, of what State. Thus far, then, as one sample—as to the issue of legitimate paper, or bank bills, or notes.

Depositors have no recourse, as in Britain, upon the shareholders of any joint stock bank. They have to take their proportion of a dividend out of the estate of such—as in any other ordinary suspension or bankruptcy. This was illustrated in the case of the Ohio Life and Trust Company of Cincinnati, which was a banking institution, and, previous to its suspension in October, 1857, enjoyed the greatest amount of public confidence, and was looked upon as safe a concern as the Bank of England itself. Those who had deposited their funds there, had no recourse against the individual members or shareholders of that company. It may be remembered, that it was the very first to succumb to the pressure, of either mismanagement or some other cause, and *the* concern which sounded the first key-note of distrust, suffering, and want of confidence which has spread all over the world, and which, even now, is far from having recovered from it.

An immense amount of banking is carried on by men who issue no notes, and who assume the title of banker, and who are just as much entitled to it, and as worthy of it as Glyn, Mills & Co., or Coutts & Co., of London, who, of course, as is well known, issue no notes of their own.

Such men carry on their business—and most extensively—on similar principles to the aforesaid London bankers, and are to be found in all the chief cities and towns in the States. In cities or towns where there is no bank constituted as we have explained, and who issues its own notes, the trading community are necessitated to keep their money in the hands of private bankers, and depend upon them for discounting bills and receiving temporary assistance at any particular time. With banking, they connect the "exchange" business, a branch of business little known, comparatively speaking, by the great mass of the people in Britain, arising, no doubt, from the fact that the matter of exchange, or rather, the difference in the value of money in bank notes is not affected by differences in locality so much in Great Britain as is the case in America. This leads us into the matter of exchange, which we will notice by itself. Before we dismiss the matter of banks of issue, we will refer to the system of Wild-Cat Banking as it is called.

## WILD-CAT BANKING.

We cannot explain how it is that the banking *genus homo* has thus been connected with the untamed of the feline species; certain it is, however, that the signification is well understood, and a "wild-cat" bank note, if suspected, is looked at and handled as a man would handle a hot poker, and if he should have been unfortunate enough to burn his fingers by the operation, he very often suffers in silence, till he puts it into the hands of some one else who is not aware of its *quality*, and who, in travelling, may pay it away quite innocently 1000 miles off in two days afterwards, its appearance being hailed, perhaps, as a small god-send, by some one who has not seen the "colour" of money for some time. In this way "wild-cat" bank notes get into circulation, and continue, sometimes for long periods, absent from home. Thousands and tens of thousands of dollars' worth of those notes are in circulation; over the Western States more particularly. They have cost the "wild-cat" only the paper, engraving, and his business-like signature to them, with the "promise to pay," on demand, too, but forgetting to add, even by way of *nota bene*, if he is able and willing. His game sometimes is, after he has got out as many as he cares about having out, or can get out, perhaps some friend raises a "hue and cry" as to the stability of his bank, and he, poor unfortunate(?), what can he do but decline business —"collapse," "burst up," or put a printed placard on his shutters, "Gone to Kansas," if not for change of air, certainly for change of scene, for future operations.

It happens, however, sometimes, that such "wild-cat" concerns go on for years, and make a sort of legitimate banking business out of it, so long as it answers their purpose.

As an assistance for the detection of wild-cat, and all spurious or "broken bank" notes, see our notice headed "Bank Note Reporters."

As illustrative of something akin to this description of banking, and having reference to State Stock Banks, (or banks having their notes secured by the deposit of State stocks as already explained,) we give the following quotation from the St. Louis *Evening News*, of 3d September, as showing that even that description of bank bills are tampered with, and circulated in a manner never intended by the law.

Active measures are taking to organize a brood of stock banks in the State of Iowa, under the general banking law recently adopted in that State. Of course, St. Louis and Chicago will be expected to take all that comes of that fresh flood of irredeemable money, and turn it into gold and exchange. The Israelites that were compelled by their Egyptian task-masters to make bricks without straw, were not harder worked than are these two western cities to support the foreign speculators in State bonds, by converting their reams of "lampblack and rags" into actual cash.

When will the people of the Mississippi Valley rouse up to the clear comprehension of the swindle that is practised upon them by the stock banks of the West? Those banks never redeem their notes in gold or silver, except when they are "wound up" by the comptroller. They never furnish exchange at the points where it is wanted, and where their lying promises to pay are gathered, in the course of trade. The system of stock banking, without the Clearing House feature, is an enormous fraud, and a self-perpetuating evil, that will exhaust the West of its gold, and end in a vast expansion of paper money, and a ruinous revulsion before many years.

Just consider the operation of these banks a moment: a set of speculators—most probably having their abode in Wall street, New York—to obtain $50,000 of State bonds. With this start they organize a bank, say on Raccoon Creek, Wisconsin. They deposit the bonds with the State comptroller, who issues them a batch of bank notes thereon. These notes are sent to St. Louis and sold, as any like bundles of paper might be, at 1 per cent disconnt. Our brokers, bankers and merchants give countenance to this kind of

money. They all say "it's good, perfectly secure, etc., and we must take it, else we will injure the trade of the city." It is sold by the makers and issuers of it at 1 per cent discount for Missouri paper.

The owners, through their St. Louis agents, present these Missouri notes to the banks and *demand the specie.* It is paid, and immediately shipped to New York, and invested in another batch of State bonds, which State bonds are made the basis of another new bank on Wildcat Creek, Iowa; and the notes of this new "wildcat" are in like manner sent to St. Louis and sold for Missouri paper, whereby more specie is drawn from the Missouri banks, and sent away to organize more such banks.

Thus does the swindling proceed, and multiply itself without check or limit. The country is filled with worthless bank bills that are never redeemed. The specie is drawn from Missouri banks and shipped to New York to buy bonds; and for every dollar so lost we get a paper dollar in return. And, intelligent (?) people, influential bankers see this living outrage on honest labour and legitimate banking going on, and stand heedless, as if paralyzed before the evil.

The only safety, the only permanent relief, will be found in putting a check on the expansion of an irredeemable paper currency in the Mississippi Valley. Let every bank note that circulates be forced to recognize the specie basis in St. Louis and in Chicago. Then, if a merchant in St. Louis wants eastern exchange, and has $5,000 or $10,000 in Illinois or Wisconsin currency, he may go to the Clearing-House of such money, and get the gold or the exchange. He will not be compelled, as now, to sell his currency, lose a part of it by discount, get Missouri notes in return, and then demand and obtain gold from the Missouri banks.

Although Great Britain cannot boast of "wildcat" bankers in name, it must be confessed that the events of the late commercial panic, has developed the fact that "wildcats" are to be found even among the banking fraternity of wealthy England, cautious Scotland, and impetuous Ireland; a fraternity, by the way, which is popularly believed to exist somewhere in the region of the seventh heaven of honour, morality, and infallibility, but as recent events have proved, its members are only mortal after all, and who are as liable to err, morally as well as criminally, as the young and rising merchant, whose bills they may be desirous of discounting, so long as it answers the purpose of manager or directors, until he is cast off, and launched suddenly into the slaughter-house of some accountant, in whom the banker may be specially interested, or otherwise into the court of bankruptcy. The doings, however, of such wildcat banking establishments, have not the same facilities in Britain and Ireland, as they have in some districts of America, in so far as the issue of notes is concerned, whilst the unlimited liability of shareholdership secures for the note-holder, at some time or other, 20s. in the £, or 100 cents to the $.

Upon the whole, therefore, it is only just to say, that whilst the banking system of America is as we have endeavoured to give samples of, it can boast of men in the profession of as high standing, not, perhaps, in means, but in integrity of purpose, and commercial financing abilities as what Great Britain can do, and her first-class bankers in such as New York, Philadelphia, and elsewhere, inherit the confidence of the public as much as any joint stock bank, or even the Bank of England itself, does in England, Scotland, or Ireland.

## EXCHANGE AND EXCHANGE OFFICES.

This branch of the banking business is supposed to be a very speculative, and sometimes a very money-making one, that depending upon the nature of the exchange business done, and the qualifications of the operator. Some bankers purchase the notes of "broken banks," or banks which have suspended—and the affairs of which are still unsettled. They pay so much per dollar upon the bills or notes of such—and take their chance of getting more than they pay for them. Their knowledge of the position of all banks which are being "wound up," and what prospect there is as to a dividend, enables them to speculate accordingly—pretty safely—and obtain a good margin. Again, sometimes a *panic* is raised about the stability of some one or more banks in certain districts; the public who have the notes of such banks, getting to hear of it, become frightened, and go to these exchange-bankers or brokers, who offer what they like for them; the said banker, in some cases, knowing perfectly well that the bank is all right, and thus pockets perhaps 25 per cent. by the transaction. Such reports as to the standing of perfectly good banks, are sometimes got up by interested parties, to the great profit of the brokers, who buy up the notes from 5 to 25 per cent. discount, as the case may be.

The whimsicalities of banking, and confidence in certain bank-notes, was curiously illustrated last July, when the brokers took into their heads to "throw out" the notes of nearly all the banks of the State of Wisconsin, whilst, at the same time, it was followed by an announcement from the railroad companies there, that the notes of these very banks would

be taken at *par*, or full value. If there was no "dodge" somewhere in that, it certainly looked like it. So far, therefore, as regards broken banks, and buying notes under value.

The legitimate exchange business, however, consists more in the exchanging of the bank-notes of one State for those of another State, or paying their value in gold or silver. Thus, for example, if a £1 Scotch bank note is taken to London, (Eng.,) no London banker will take it as worth 20*s* stg., if he takes it at all. To get it converted into silver it must be taken to some silversmith or jeweller, who is in the habit of exchanging money of that sort, or to a "bullion broker," whose business is that of exchanging the money of any foreign country for that of England, or *vice versa*. He is the English "exchange banker or broker." On going to him with a Scotch one pound-note, he would give only 19*s*., or 19*s*. and 6*d*. for it; thus charging 6*d*. or 1*s*. for "exchange." Such is the principle here, only that, sometimes, the notes of one State are more valuable 1000 miles from the place where issued, than the notes of those you wish to exchange them for, as we will endeavour to explain. Thus, for example, the notes of a first-class New York bank are more valuable in Chicago, than the notes of a Chicago bank are there, because the bankers and merchants in Chicago can send, say a $5 New York note, *to* New York, and get credit for $5 in full; but if they were to send a $5 Chicago bank note, the parties in New York receiving it would deduct, perhaps, 1½ per cent., or equal to 7½ cents, off that note, as Chicago notes *in New York* are not worth so much there, as New York notes are, although the Chicago note is good enough, and worth $5 in full in the State where issued. The difference, therefore, between the value of a $5 Chicago note *in* Chicago, and *in* New York, is 1½ per cent., or 7½ cents, on a $5 note. That difference is called the "difference of exchange," or, that Chicago notes in the New York Market are 1½ per cent. below *par*, or full standard value. Thus, a $5 Chicago note is worth only $4.92½—(four dollars and ninety-two and a half cents) in New York.

As a general rule, we think we may say, that after a note of any State almost, excepting New York and the New England States, travels out of the State where it was issued, it loses in value the further it travels from home, as it were, (in the same way as the Scotch pound note does, when it goes to London,) and is subject to a deduction to a small extent, if you wish to convert it into gold or silver. As we have said, this applies to almost all the notes of banks issued in every State, excepting those stated; from the fact of New York being the centre where money is due, and having to be paid there, it is cheaper to pay with New York notes than any other, as we have already stated.

In travelling, therefore—if you are a stranger—see that you are carrying no notes of one State into another State with you. The best money for you to take is gold—in 1, 2½, 3, 5, 10, and 20 dollar pieces. They will go anywhere for full value.

All exchange offices are not always what they profess to be. In many places they partake of the character of gambling-houses, and such like. Respectable exchange offices, who can be trusted with business safely, are in every city and town, and are easily found out.

At many places, the sign of "Exchange" is put up, when it means a pawnbroker's shop, a drinking saloon, or where farm produce is bartered for dry goods, groceries, etc., so that this is one of the many things which takes time for a stranger to thoroughly understand and to discriminate between the different kinds of "Exchange" places of business there are, and pick out the "wheat from the chaff."

## THE BANK NOTES OF AMERICA.

The bank notes—or bank bills, as they are called—both of the United States and Canada, are different, in many respects, to those of Great Britain. They have all one great and good feature about them, viz., they are all one size, and neither like the dumpy £1 note of Scotland, the broad sheet of Ireland, nor yet like the "promise to pay" of Mr, Matthew Marshall, of the Bank of England. In one respect, however, they are like the £1 notes of Scotland and Ireland—they are used till they become quite as filthy, greasy, dirty,

ragged-looking remnants of better days. Like the Scotch and Irish banks, we presume, the American banks think it too much of a good thing to follow the example of the Bank of England, who, every time its notes come back to it, are never sent out again, although they were issued only the day before. They are not so prodigal with their paper, in that respect, as the "old lady of Threadneedle street" is; besides, it might be sometimes rather inconvenient to be issuing fresh batches of notes, seeing that, for the most part, they end in amount where Bank of England notes begin, viz., £5, or $20, and not only so, but the well-thumbed, "all tattered and torn" dollar note begets confidence in its very rags and length of service, and thus it goes, from hand to hand, till its flimsy form evaporates somewhere, or finds its way back, perchance, to be "paid on demand," if it is in a condition capable of being read.

The American bank note is about 3 inches deep, and 7 inches long, exquisitely engraved, with all the minuteness of the engraver's art, and signed and decorated with all the paraphernalia attendant on such representatives of public confidence and wealth.

They are issued from $1 upwards, running 2, 3, and 5, and from that to 10's, rising 5 each time. From $10, they rise to 20 and 50, by 10's, and from that to $100, and from that, by 100's, on to $500, and from that to $1000.

They are made, generally, of thin, greyish-white coloured paper, with sometimes sundry glaring-coloured stamps, etc., upon them. None of them, when new, which we have seen, have the appearance of a new, snow-white Bank of England note, but resemble in appearance the Scotch bank notes, when new, but the paper not half so thick or tough as they are. Tellers, in British and Irish banks, may judge of what the counting and sorting of notes, value 4s. each, must be, and the number of banks about 2000. We can fancy nothing that could possibly ruffle the temper of some of the methodical gentlemen in the Bank of England, or the fast-looking gentlemen in some of the London private banks, so much as having only a couple of thousand pounds' worth, of a miscellaneous lot of American bank notes, to sort and pay out. If they thought the paying out of their bran-new 5 pounders a bore, we fancy they would perfectly revere the sight of them, ever afterwards. After all, however, as one gets accustomed to even the $1 notes, they are preferable for carrying, compared to a lot of gold or silver, in the pocket.

As a means of distinguishing good notes from bad ones, publications called "Bank Note Reporters" are used, a few particulars regarding which we annex.

## BANK-NOTE REPORTERS.

Amongst the literature of America, a perfect host of publications, all under one title, is issued, which, so far as we are aware, is almost unknown, and, we may also add, perfectly unnecessary in Great Britain and Ireland. The publications we refer to are small newspaper-looking periodicals, termed "Bank-Note Reporters," or, in a few cases, "Bank-Note Lists." They are issued, generally, of about 32 pages of the imperial size, closely printed with very small type, and some giving wood-cut engravings of all the known coins in circulation throughout the world, and their relative value.

In every place of business,—whether it be at the office of the largest hotel, the largest wholesale or retail store, down to the old woman who retails out 3 cents' worth of sugar-candy—the bank-note reporter is to be seen hung up at hand—in cities, towns, villages, and even in a solitary shanty in the woods, so be that any thing is sold there.

Bank-note reporters are issued by the exchange bankers or brokers, and contain lists of every bank in the United States and Canada, and profess to give their readers a correct idea of the position and standing of every bank, as well as all who have failed, been closed, or are at a low discount, and how much below *par* their notes are, if any—whether they are "shin-plasters," or "counterfeits," or "imitations"—what is the correct current value of "broken banks," and all "uncurrent money," and, in fact, every particular by which you can tell a good note from a bad one, when it is presented, whether it be a $1, or a $500 note, or bill.

These publications are a public necessity, and the business of the country could not be carried on safely without them. Were they to go out of existence to-morrow, the whole country would, most likely, be flooded with counterfeits and imitations of the notes of banks in existence, as well as the notes of banks which had no existence, except on paper.

In all the cities, these reporters are issued in large quantities, and as every exchange broker has one set of correspondents in other large cities, he gets the value of stocks corrected by these correspondents in their various localities, and thus presents, probably, in the "Reporter" the prices of stocks in each of the leading cities, in addition to his quotations respecting the character, and value of all bank-notes, in the city where he publishes his reporter.

The reporters are published daily, tri-weekly, semi-weekly, and weekly, so as to suit all classes of purchasers—the old woman alluded to, probably, being content to carry on her business by getting "posted up" weekly, at a cost of 4 or 5 cents—whilst the larger operators wish to be "posted" daily, on the same subject.

It will at once be seen how necessary it is, that such publications should be conducted by men of undoubted integrity, and who ought to have no interest, other than in rendering their publications as trustworthy as the quotations of stocks is considered to be in a London or any other first-class newspaper. We have no doubt some of them are conducted by men of high moral principle, who state the exact standing of every banking concern in the whole country, as they believe it to be, and that their opinions and quotations may be perfectly correct. Whilst we admit that freely, we have every reason to believe, that bank-note reporters are issued, in some instances, from very different motives, and who do not state the facts as to the position of all banks, truthfully and fearlessly. In some cases it is well known, that unless a banking concern, will *fee* and *bribe* the publishers of certain bank-note reporters, they will quote the said banks lower than they ought to do, and by such means create a *fama* or prejudice against them, no doubt to some extent injurious to the banks thus assailed, by this species of black-mail, which is levelled against them. That is in the case of perfectly good banks. On the other hand, again, there is no doubt, that that class of reporter publishers are guilty of quoting "wildcat" banks at prices they are not entitled to, and by other means puffing the notes of such into circulation, on receiving a handsome douceur for their trouble. Such bank-note reporters are, of course, any thing but reliable ; the only difficulty is, how you are to tell one from another—seeing that they are all published by exchange brokers, who call themselves bankers. As we said before, there is no doubt, whatever, that there are respectable ones amongst them—those guilty of such practices as alluded to being, we believe, the exception—yet it is only by a long residence in the town where they are published that you will be enabled to discriminate between the real and the doubtful of these safe-guards of the public pocket. The circulation of some of the most respectable of them, averages, it is said, 100,000 copies each publication.

Presuming you want to know if a bank is good, you have only to refer to the alphabetical list of all banks published in the reporter—and if you do not find it amongst that list, you may conclude it is bad—or you may find it amongst the list of "Broken Banks." The banks in every State are alphabetically arranged by themselves, so that there is no difficulty in finding out the name of the bank you want. Any one who has to do with money, and the receiving of it—in notes, to him—a bank-note reporter is indispensable. They abound in all large cities.

## CURIOSITIES OF BANKING LITERATURE.

As we have no doubt there are many who are not aware of the existence of a few curiosities in banking literature, which are to be found in America, we think we will be conferring, perhaps, some information, as well as amusement, if we give a few extracts from one of the "Bank-Note Reporters," before alluded to. These public informants present a few features, we think, quite unknown by many of even the banking population of Great

Britain, as well as by the great mass of the people there, consequently, we annex a few extracts from one, as exhibiting illustrations of "Wild-Cat" banking, and the amount of ingenuity there must be at work in the lithographing and engraving world, to produce the hosts of counterfeit or bogus notes there are in existence.

The first sample we will present, is a piece of advice tendered to the Carroll County Bank, N. H., to see that its notes are better printed in future. Fancy one of the small publications of London talking to the Bank of Scotland, perhaps, in the following strain!

"We would call the attention of the Legislature of New Hampshire to the miserably engraved issues of the Carroll County Bank, Sandwich. We have seen several of their issues, and took particular notice of them. The bank ought to be indicted for getting out such abominably engraved notes, as the temptation to counterfeit them will be almost irresistible."

It is quite evident that the Bank-Note Reporter has the public welfare at heart in its magnanimous advice, as quoted.

The next intimation is of a very gratifying nature, when it says, with regard to the State Bank of Indiana, that "it is now demonstrated that the State of Indiana will realize about $2,000,000 clear profit, through its connection with this bank and the Sinking Fund."

Talking of a certain bank in Litchfield, (the name of which we do not give,) the Reporter is again solicitous after the safety of the public, in talking very much as if it was hunting up a "wild cat," when it says:—

"This institution has been under investigation for some time, and, to quote from a Connecticut journal, it is a "*sort of a fast and loose" arrangement, which was "of no use to any one but the owner;*" and like a certain horse navigator, who, once upon a time, took a ride on a Jersey road, and gave the steed too much headway; the bank, like the horse, was too much to manage, and went its way accordingly."

We next find an explanation of marks and letters which are inserted after the names of particular banks. Thus it says:—

"The figures on the line with the bank expresses the *discount* on its notes.
"The descriptions under each bank are of *counterfeits* or *alterations* on the bank.
"The letter (*F*) on the line with the bank shows it to be a free bank, with notes secured by a deposit."

Where the letter (*S*) occurs, it is understood to mean that that particular bank is organized under the "Safety Fund Bank Law," but, strange although it may appear, says:—

"These banks have no security deposited for the redemption of their notes."

Other explanations follow, for example, showing the caution exhibited for the welfare of the public, yet not forgetting *number one,* in the last sentence:—

"The letter (*D*) means that we consider the bank *doubtful.*
"A dash (—), that it is unsaleable.
"An index (☞), that we know too little of the bank to quote it.
"A star (*), that the quotation is not reliable—doubtful whether we buy at all."

We now give a few samples of how the *counterfeits* are noticed and described.

Taking the case of the "Farmers' Bank, Orwell, Vermont," it would appear that the genius of the counterfeiters had been directed to impose upon the simple farmers in that State, of lovely scenery, in the following manner:—

$1, vignette, farmer, sheaf of grain, rake, etc.; female, shield, and figure 1 on right end.
$2, vignette, farmer feeding hogs—altered from Farmers' Bank, Wickford, R. I.
$2, spurious—vignette, cattle under tree.
$2, figure 2 in the centre—female and eagle on the left—three females on the right.
$3, altered from broken Farmers' Bank, Wickford, R. I.
$3, vignette, men, boy, horses, sheep, house, etc.—female feeding chickens on right lower corner.
$5 and $10, vignette, man lying on the ground, sheaf, rake, etc.—head on lower left corner, female on lower right—Orwell is spelled "Orwidds."

On the notes of the Farmers' and Mechanics' Bank, in Burlington, Vt., again, the following counterfeits are thus described:—

$3, $5, $10, $20, spurious—Washington on each end.
$5, letter B—vignette figure 5—men and horses on each side.
$5, vignette, a female caressing an eagle.
$5, $10, $20, $50, and $100, altered.
$10, vignette, a female, sheaf of wheat, cattle, etc.
$20, vignette, female with a spinning-wheel—an Indian on the right end—female and eagle on the left end.
$50, vignette, figure of Hope—on the right end a stag—on the left, a female figure, with one foot on a globe.
$100, Lafayette and Washington on the ends.

It will thus be seen, that notwithstanding the ingenuity displayed in trying to dazzle the farmers and mechanics of Orwell and Burlington with the illustrations alluded to, the sharp eye of the "reporter" is upon them. Not content with trying their hand at such out-of-the-way places as quoted, some more daring spirits come into New York State, and crossing over from New York to Brooklyn—as it might be crossing from the city of London to the Borough—there they make a dead set on the notes of the veritable "Mechanics' Bank, Brooklyn," which has got its genuine notes secured by deposit of State stocks.

The imitations on its notes are thus given:—

$2, spurious—vignette, ship under sail, female on right.
$3, vignette, blacksmith on right corner at work.
$3, vignette, eagle and shield, Washington with 3 on each side.
$5, agricultural implements, with female seated on a rock on the left of vignette.
$5, altered—vignette, horse-shoeing.
$5, altered—vignette, sailor at a wheel.

Not daunted at that attempt, another is actually made upon the "New York State Bank" itself, of which the celebrated Rufus H. King is president. Thus:—

$3, vignette, State Arms, portrait between signatures.
$5, Indian on right end.
$5, spurious—vignette, four females supporting a "5."
$5, spurious—vignette, images swinging in a wreath.
$5, Massachusetts' coat of arms on the right side, "New" in New York is spelt "Now."
$10, $20, $50, altered—vignette, female, eagle, ship.

We could fill a good-sized volume with such descriptions, and as our last, we will give another, as showing that even in Her Majesty's dominions, a leaf or two is desired out of the books of issue, and taken without the liberty of the best banks in Canada.

Whether the counterfeits are of American or Canadian manufacture, we are not sufficiently "posted" to say.

Who would have thought of the good old-fashioned, cautious Scotch banker, Mr. Davidson, being attempted to be imposed upon in this manner, with such imitations as the following, on the "Bank of Montreal." Thus we quote:—

Genuine notes of this bank, it is said, are in circulation, with counterfeit signature. Be careful.
$5, steamer on upper right corner; cattle on left; 5 in centre; an eagle between signatures.
$5, Toronto Branch, letter A, pay Baker; the word "value" to left of "Toronto," in genuine it is over "Toronto;" in counterfeit, nose of small dog comes near "T" in "Toronto," in genuine it is an eighth of an inch from the "T."
$5, Montreal Bank—pay cash or bearer; others pay L. Carlle, in Quebec, April 2, 1819, and pay W. Radenhaun.
$5, altered—vignette, farmer reclining on 5; others V in circle at bottom.
$10, lithograph—they are numbered 19,047.
$10, altered from $1.
$10, parliament is spelled parliment.
$10, photograph on the Petersborough Branch.

We fancy we see a genuine smile come over the grave face of the manager, when he saw the "nose of small dog" coming into too close proximity with one of his head agencies, and the other dodges to deceive him and his "cute" tellers.

Having thus given a few samples of the counterfeit notes in circulation, we will now con-

clude our extracts of these gems of banking literature, with an illustration or two of how the character or death of some of the "institutions" are thus so ruthlessly recorded, without the least regard for the feelings of the living, or the friends of departed heroes of banking renown.

Thus a few of the Canada banks is recorded:—

| | |
|---|---|
| City of Hamilton, (shinplaster,) Hamilton | *no sale.* |
| Colonial Bank of Chatham, U. C. | — |
| Commercial Bank, Brockville | *closed.* |
| Commercial Bank, Fort Erie | *closed.* |
| Mechanics' Bank, Montreal | *fraud.* |
| Merchants' Bank, Toronto | *fraud.* |
| National Bank, Montreal | *fraud.* |
| Niagara Suspension Bridge Co. | *failed.* |
| Ottawa Bank, Ottawa | *failed.* |
| People's Bank of Toronto | *closed.* |

Crossing the St. Lawrence, we find in the United States, the following, out of hundreds, as showing there that "shinplasters" won't go down at any price, no more than they will in Canada:—

| | |
|---|---|
| Commonwealth Bank | *closed.* |
| Commercial Bank | *closed.* |
| Etna Iron Furnace, (shinplaster,) | *no sale.* |
| Atlantic Bank, May's Landing | *closed.* |
| Atlantic Bank, Cape May, C. H. | *closed.* |
| Bank of America, Cape May | *closed.* |
| Bank of Cape May Co., Cape Island, Cape May Co. | — |

That the counterfeits on some banks are numerous, may be inferred from the fact, that on the "State Bank of Ohio," alone, we count no less than 33 different descriptions of counterfeit notes on it.

When a new bank is started, it is laconically announced, for example, thus:—

"The Manufacturers' Bank, at Elizabethport, N. J., has just commenced business, with N. P. Sarls, as president, and James Wilson, as cashier."

"The directors of the Fayette County Bank, at Uniontown, Pa., met and organized on Monday last. Alfred Patterson, Esq., was elected president of the bank, and William Wilson, Esq., cashier."

We advise all who have 5 cents to invest, to get a "bank-note reporter." It may not be long before it proves its worth, to be equal to its weight in gold.

## THE USURY LAWS.

As one of the peculiarities connected with American finance, we append a list, showing the rates per cent., which can be legally claimed for the loan of money in the respective States, and the penalties incurred for exacting more than is legal.

It will be seen that the "crime" of usury has a wide margin, ranging, in most cases, from 6 to 10 per cent. In the State of Minnesota, we believe it is 15 per cent. The penalties, however, attached to charging a higher rate of interest, act as a dead letter, it being well known, to use a common saying in this country, "It is an easy matter to whip the devil round the post," or, in other words, evade the law, by various modes. Nothing is easier, by those who are so disposed.

It is now four years ago (5th Aug., 1854) since the usury laws of England were repealed, and from the tone of some influential journalists in America, we shall be surprised, if such absurd and powerless laws should be much longer deferred in being repealed there also.

| *States.* | *Legal Interest.* | *Penalties for Charging more than Legal Rates.* |
|---|---|---|
| Maine. | 6 per cent. | Loss of excess, and interest, and law costs. |
| New Hampshire. | 6 " " | Loss of 3 times excess of interest. |
| Vermont. | 6 " " | Loss of excess of interest. |

| *States.* | *Legal Interest.* | *Penalties for Charging more than Legal Rates.* |
|---|---|---|
| Massachusetts. | 6 per cent. | Loss of 3 times the whole interest and law costs. |
| Rhode Island. | 6 " " | Loss of excess of interest. |
| Connecticut. | 6 " " | Loss of all interest. |
| New York. | 7 " " | Forfeiture of contract, and, in *criminal action*, fine not exceeding $1,000 (£200 stg.), and *imprisonment* not exceeding *six months*. |
| New Jersey. | 6 " " | Contract void, and principle and interest forfeited. |
| Pennsylvania. | 6 " " | Excess of interest only forfeited. |
| Delaware. | 6 " " | Principal and interest forfeited. |
| Maryland. | 6 " " | Loss of excess of interest. |
| Virginia. | 6 " " | Usurious contracts void. |
| North Carolina. | 6 " " | Principal and interest forfeited; and, if usury is paid, double the amount of principal and interest. |
| South Carolina. | 7 " " | Loss of interest. |
| Georgia. | 7 " " | Loss of interest. |
| Alabama. | 8 " " | Loss of interest. |
| Arkansas. | 6 " " | Loss of interest. |
| Florida. | 6 " " | Loss of interest. |
| Illinois. | 6 " " | 10 per cent. allowed on contract, and loss of interest if exceeding this. |
| Indiana. | 6 " " | Loss of five times the interest. |
| Iowa. | 6 " " | 10 per cent. allowed on contracts, forfeiture of excess of interest. |
| Kentucky. | 6 " " | Loss of interest. |
| Louisiana. | 8 " " | Loss of interest. |
| Michigan. | 7 " " | Same as Iowa. |
| Mississippi. | 6 " " | Same as Iowa. |
| Missouri. | 6 " " | Same as Iowa. |
| Ohio. | 6 " " | Same as Iowa. |
| Tennessee. | 6 " " | Liable to an indictment for misdemeanour. Forfeiture of usurious interest, and fined. |
| Texas. | 8 " " | 12 per cent. allowed on contracts. Forfeiture of all contracts. |
| Wisconsin. | 12 " " | Loss of interest. |
| California. | 10 " " | No penalty. |

The Territories are not subject to any usury laws.

The State of Pennsylvania has been the first to pronounce in favour of free trade in money matters in this respect.

Some European readers may be reminded, that the difference of rates in the States, is owing to the fact that each State frames its own laws, and what may be justice according to law, in one State, may not be considered so in some of the other States in the Union.

In Canada the legal interest has been at the rate of 6 per cent., but by a law, passed last session, individuals may exact any rate of interest which may be agreed upon between them. Banks, however, are prohibited from exacting a higher rate of discount than 7 per cent., and are prohibited from paying interest upon deposits.

## COMMERCIAL COLLEGES.

As we have stated elsewhere, the commercial education of the Americans is in general far more varied and more generally useful than that enjoyed by young men in commercial circles in Great Britain. The education there terminates too frequently with a boy obtaining at school a slight knowledge of book-keeping and accounts, so that by the time he goes abroad into the world, he knows about as much respecting such matters, as if he had never heard of a day-book, bill-book, or ledger.

Until some years ago, the same state of things existed in America, until institutions of an exclusively commercial character were established, called "Commercial Colleges." Such establishments are carried on by teachers on their own account, in a great many of the large cities in the United States, but not in Canada, so far as we are aware.

Such an institution generally consists of one or more immense large rooms or halls, hung round with blackboards, diagrams, and superb specimens of caligraphy, and filled with a large supply of tables and chairs.

Students attend there, varying from 15 to nearly 50 years of age. The students sit apart from each other, so that one student is not aware as to the state of proficiency of the one nearest to him. Scholars of all ages are to be seen listening to the teacher from

the black-board-—working out their accounts—or, perhaps, trying to improve their handwriting. In this way, the man of 30 years of age, who finds his commercial education in some respects deficient, is taught in such a way as not to display his ignorance of such matters to the young lad of 15 or 16. The course of instruction is so arranged, that students can enter and commence their studies at any time, and receive from the instructions of the teacher the advantages of a class, all commencing at one time. There is no special attendance insisted upon, but the system is so worked, that every student—young and old—at once feels it to be his interest to attend regularly and work diligently, as, until he reaches a given point of perfection, he is refused the diploma of efficiency, which is given only to those who attain the standard fixed upon by the proprietor of the college, the particulars of which every student is made aware of.

We had the pleasure of seeing one of these institutions in full operation at Cincinnati (where they are carried on most efficiently), and were very much pleased with the method pursued, and forcibly impressed with the value which such an education must prove, in advancing young men in commercial positions afterwards, as well as enabling them to take situations in a counting-house or office of whatever description. They are taught not only the every-day affairs of how to keep books by single and double entry, make out accounts, calculate interest, draw bills, understand commission business—and the whole by a regular system of books throughout—but the information conveyed extends to insurance, railroad business, shipping, manufacturing, and banking operations. On particular days each week, lectures are delivered to the whole school *en masse*, by one of the professors, on certain commercial subjects. We had the pleasure of attending one of these lectures (by Mr. R. M. Bartlett, of Cincinnati,) and were highly gratified by the lucid explanations he gave of banking operations—how conducted—the nature of such as the deposit-ledger, discount-ledger, and the various other books used in banks, and the relation each assistant has to particular books—all conveyed in such language that the dullest student could comprehend it.

The system, altogether, of commercial colleges, is an excellent one, and must tend greatly to the advancement of the students who attend them. So much are they now in use, and so highly valued, that one of the best credentials a young man can produce of his commercial ability, is to present his diploma from a well-known commercial college. The requirements at some colleges are greater than others, and hence the difference in the accomplishments of their members, as well as in the standing of different colleges.

The periods to which the course of instruction extends, depends entirely upon the student himself. Some will finish in 8 or 10 weeks—others, again, will take double that length of time; and in neither case do they get their diploma till they have reached the standard of proficiency fixed upon.

In the western cities, many who attend such colleges are the sons of farmers, who, not having had the advantages of acquiring information on such matters at the public schools, repair to these colleges to complete their commercial education, so as to fit them for commencing in their first situation; others, again, as we have said, much older in years, attend these colleges, to perfect themselves in branches they found themselves deficient in.

One of the peculiarities of the colleges referred to, is, in summer weather, to find every student, with scarcely an exception, studying without coat or jacket—one and all being in their shirt sleeves—on account of the great heat.

## AUCTION ROOMS AND AUCTIONEERS.

The auction rooms in America—such as in New York, for example—are carried on in a style, and an amount of *bonâ fide* business transacted in them, which strangers to this country have little idea of.

Goods are exported from Britain and the continent of Europe to be sold in the auction room, and also imported by many houses here, who take advantage of it as their regular and only means of disposing of their imports, whilst others again, who have over-

imported, or with a bad prospect before them, or a lot of old stock on hand, throw them into the auction room to be sold for what they will bring, during the terms of the "Spring" and "Fall" seasons' trade. The best wholesale and retail houses in New York, and in all parts, buy at these sales. There are auction rooms for dry goods, others for books and stationery, others for hardware, and so on. Each auction room is filled with merchants or storekeepers interested in the respective classes of goods to be sold. Thus, at a "Trade Sale," as it is called, of books, for example, you will find books sent there by publishers in London, Boston, Philadelphia, and New York. The catalogues specify whose books they are, state publishing price, and how many copies there are of each particular book. At a book trade sale, all the leading booksellers in the country are drawn together, and there men meet who have not seen each other for 6 months or more, and sometimes acquaintanceships are renewed or formed for mutual pleasure and advantage.

To give an idea of the extent of business done at these sales, we may mention, that at the trade sale in September last, in New York, books were sold to the amount of no less than about $400,000, or £80,000, stg., out of 145 invoices. The largest amount sent in by one house being $20,000, or £4000 stg. The sale occupied 11 days, from 8, A. M., to 10, P. M., showing an average amount of about £7272 worth of books sold every day The catalogue of all the works sent in for sale is ready, and in the hands of the trade, about a month previously. The largest number of copies of any one book sold, was 4000 copies. At that sale an offer was made and refused for 200,000 copies of a particular spelling-book, at one-eighth of a cent less than the regular price.

Immense quantities of stationery are also sold at these sales.

In no other congregation of individuals will be found such a heterogeneous mass of men from all parts of America, and belonging to all countries as is to be seen in the auction room. It has been often said that no place equals New York for its numerous specimens of such. If that be true, we should say that no opportunity for seeing such, is equal to that, when all are collected together in a dry goods auction sale-room, and all bent on the same object. About 11 o'clock in the forenoon, any day during the season of a fall or summer trade, you will find an auction room in "full blast," with the cry of the nervous auctioneer as he chatters on the everlasting ditty of buy, buy, buy—up, up, up, up—in one incessant stream, until he is about gasping out his last breath. Around him, with memorandum-book in left, and pencil in right-hand, checking off the lots as they "go" and are "gone," you will find the New York wholesale storekeeper alongside of those from all parts, extending from Montreal, in Canada, to New Orleans, Louisiana, or from Massachusetts in the east, to Missouri and Chicago in the west—aye, even as far as the shores of the Pacific. There, all pitted against each other, you will find the business-like Englishman alongside of the high-blooded Mexican trader, the cautious Scotchmen making a bid after the volatile Frenchman; the quiet down-east Yankee alongside of the phlegmatic German; the quick-tempered French Canadian beside the little wide-awake Jew, whilst Pat, honest fellow, assists to put away the lots as they are knocked down. There, between the cupidity of some, jealousy or ignorance of others, the auctioneer rests his hopes to realize a good price for his employer, the importer. There, day after day, the same scene is to be seen; the same play being performed, and during the process, thousands of dollars' worth of goods changing hands and getting spread all over this mighty continent.

The great factotum of the auction room, however, is the auctioneer. Upon him all eyes are fastened. There he mounts the counter, encircled amid a bower of silks, satins, laces, and ribbons, all hanging around him, suspended from the iron rods above, on which the goods are placed as they are knocked down. There he stands, with pencil and book in hand—in shirt sleeves—without collar and handkerchief, so as to have free scope for his vocal powers, in his everlasting prattle.

You need not suppose that he is gifted with much eloquence, or that he is a fit representation of the departed George Robins, of Covent Garden renown, in his descriptive powers; or expect to hear that eternal "going," "once," "twice," "thrice," and waiting for a bid, in order to assist off the goods under review, and ending up with "going," and "gone."

However great the volubility of the American auctioneer, it is not spent on any such superfluities, or upon either ornamentation or praise of the articles submitted, but confined to one everlasting, breathing, gasping ditty on that almighty subject—DOLLARS and CENTS—and with only one soliloquy—and that, one incessant, seathing, soaring up and down cry from E flat to double bass, of up, up, up, up, up, up—and buy, buy, buy, buy, buy, buy. That is his Alpha and Omega—uttered with all the declamatory powers of a Demosthenes—down to the quietest whisper, as he is about to stop, out of breath, to take in another supply of air, to fill his exhausted lungs—when he starts afresh again, with all his usual vigour, till he knocks down one article, and commences on another in the same breath. He has no time to descant upon the qualities of the black gros, hung up before you. He passes no opinion as to its being either good, bad, or indifferent; whether the moire antique there, has a cotton back or a silk one; there it is; judge for yourself; bid if you like, or be silent, it is all the same to him: his course is onward with his everlasting cry of buy, buy, buy, buy—and up, up, up, and upwards with the price, when he fancies he has got even the sixteenth part of a move of the head towards a bid. The New York auctioneer is one of those unique characters only to be met with in this country, and a phase of business may be seen by the stranger, in a New York auction room, never seen before. The same remarks apply to auction rooms in Philadelphia and such cities.

Talk of your crack auctioneers, either at the Mart, Dabenham and Storrs, and all such well-known places of resort! The British auctioneer–if he wishes to increase his vocal powers, in volubility—must come to this side of the Atlantic, and go under training in a wholesale dry goods auction room. We will warrant he will return, only to make Charles Matthews jealous, as a rival, in "Patter versus Clatter." In the "Peter Funk" retail auction room in New York, again, the same *genus homo* is to be seen and heard, in shirt sleeves, long flowing beard, with his clear, ringing voice, trying to get up the steam before his *confréres*, and between them, by their mock-auction dodges, trying to decoy such as you into their trap—there, to have an opportunity of "selling" yourself, along with a watch of best Birmingham gold-plated make, for eighteen carat gold. The man who goes there without any thing valuable about him, and with a sharp look-out, may even be amused with that specimen of an auctioneer, and auction room. Such places exist in all large towns in Great Britain, where "Peter Funk" frequently performs with considerable profit. Here, however, he appears to us to be more advanced in his education, and with vocal powers which would at once take the breath forever from his friend in the Poultry of London, or Trongate of Glasgow.

## THE TRADE WITH CANADA FROM THE UNITED STATES.

THAT the trade from the United States to Canada is rapidly increasing, whilst that from Great Britain is on the decline, may be seen from the following abstract from tables which we give, drawn up by the Canadian government on the subject, which shows the extent and progress of the trade between Canada and the United States.

In 1853 the total imports into Canada from all sources amounted to.....$31,981,436
Of which was imported—
From Great Britain, $18,489,120; from United States, $11,782,144.
The balance of imports were taken from other foreign ports.
In 1854 the total imports into Canada amounted to..... 40,529,324
Of which was imported—
From Great Britain, $22,963,323; from United States, $15,333,096.
Balance of imports were from foreign ports.
In 1855 the total imports into Canada amounted to..... 36,086,168
Of which was imported—
From Great Britain, $13,303,460; from United States, $20,828,676.
Balance of imports were from foreign ports.
For the year past, ending Dec. 31, 1856, the total value of imports into Canada was.. 43,584,384
Of which was imported—
From Great Britain, $18,212,932; from United States, $22,704,508.

From this statement it will be seen that a steady increase in the imports from the United States has continued as far back as 1853.

For the year 1853 the total amount of imports from Great Britain amounted to.....$18,489,120
For the year 1856..... 18,212,933

Showing a falling off *between the two periods* above mentioned of..... 2,761,188

Referring to the imports for 1853 from the United States, they amount to..... 11,782,144
For the year 1856..... 22,704,508

Showing an increase between these two periods, in favour of United States, of..... 10,922,364

Thus it will be seen that while the importation of goods from Great Britain into Canada has considerably diminished, the trade from the United States has increased enormously.

The exports from Canada also keep pace with the imports, as will be seen by the following:—

In 1853 the total exports amounted to..... 23,801,300
Of which were sent to Great Britain, 11,465,404; and to the United States, 8,936,380.
For the past year, 1856, the total exports from Canada amounted to..... 32,047,016
Of which was exported—
To Great Britain, 10,467,744; to the United States, 17,979,752.
Thus, in four years, there was a decrease of exports to Great Britain of.... 995,660
While our exports to the United States have increased..... 9,043,37

The following exhibits the value of imports at one port alone, viz., Montreal, for the past four years:—

| | | | |
|---|---|---|---|
| 1853 | $13,526,156 | 1855 | $12,256,244 |
| 1854 | 17,264,328 | 1856 | 16,144,696 |

The following are a few of the leading articles imported into Canada from the United States during the past year:—

| | | | |
|---|---|---|---|
| Paper | $47,724 | Clocks and Watches | $51,656 |
| Paper Hanging | 66,172 | Clothes, ready made | 103,324 |
| Parasols and Umbrellas | 13,288 | Combs and Brushes | 36,290 |
| Silks | 41,936 | Cotton Manufactures | 671,136 |
| Straw Goods | 133,672 | Drugs and Medicines | 215,280 |
| Spirits of Turpentine | 35,088 | Fancy Goods | 146,870 |
| Articles not enumerated | 305,404 | Glass | 23,620 |
| Coffee | 224,856 | Glassware | 108,300 |
| Cigars | 75,740 | Hats and Caps, not fur | 230,448 |
| Molasses | 429,312 | India Rubber | 28,684 |
| Wines and Spirits | 540,620 | Iron and Hardware | 1,401,948 |
| Sugar, all kinds | 1,673,732 | Jewelry and Plate | 86,436 |
| Dried Fruits | 140,760 | Leather Boots and Shoes | 359,948 |
| Pimento, Allspice and Pepper | 52,920 | Leather | 66,980 |
| Cassia and Tea | 1,968,952 | Do. Tanned | 264,832 |
| Tobacco | 503,684 | Machinery | 344,600 |
| Brooms | 20,688 | Musical Instruments | 141,961 |
| Candles | 46,000 | Oil | 81,120 |
| Carpets | 23,968 | Oil Cloth | 67,312 |

## MECHANICAL BAKERIES.

Such is the title given to wholesale bread manufactories, where the greater portion of the work is performed by machinery. As a most decided improvement upon the old system of men baking with their hands, and tramping the dough with their bare feet—not, perhaps, at all times so clean as they ought to be—has induced us to notice one of those establishments which we saw in operation whilst at Cincinnati. We may observe that Mechanical Bakeries are established in several of the large cities, and, although they may not in some cases, as yet, have succeeded in turning out such great quantities of bread as their projectors anticipated, yet, we feel satisfied, they will extend, not only in increase of business of those already started, but that every large city will, in the course of time, have

them in operation, from which the public will be supplied with pure, wholesome, and unadulterated bread, made of the best materials, and in the most unexceptionable manner.

The establishment at Cincinnati we may take to be a model one of its kind. It was started last July by, we believe, a company of four gentlemen, viz.: two shrewd Americans, with two "canny" Scotchmen for partners, one of the latter being the practical manager. They have erected a handsome, square-built, brick building, more like a Manchester warehouse than a baking establishment. The ground floor is chiefly taken up with the sales department, where bread is kept in large "bins" and drawers, and sold retail as well as wholesale. Up stairs there are three floors. On the highest floor is where the stock of flour and other ingredients for mixing are kept. After the ingredients are all mixed, they are emptied into the baking, or, rather, kneading-machine, which, revolving slowly, with its internal simple machinery, kneads the bread most completely. This machine is capable of kneading ten barrels of flour in twenty minutes. After it is thus made into dough, ready for being baked into loaves, it is allowed to fall out at an opening at the bottom of the machine, in quantities as wanted, into troughs, and from there taken to the floor below, where the dough is cut into quantities of two or four pounds each, weighed off, and formed into the shape of loaves, as wanted. During the whole of this process, the dough is only handled by the bakers when giving the small pieces a roll round and placing them in the loaf-pans, ready for the oven. Thus far, then, a great saving of labour is effected, and the dough not once touched by hands or feet in the whole process of kneading, and only touched when shaping it into loaves, as we have stated.

In the oven department there is not so great a saving of labour to be effected comparatively with the kneading process, from the fact of there not being much labour required about ovens, further than merely putting in and drawing out the "batch," when ready. But that even, in the Mechanical Bakery, is done by machinery. After the bread is moulded into shape, and put into pans, they are placed on iron trays, each containing about thirty loaves. The tray is then placed on a carriage in front of the oven door, when, at a given signal, the door is drawn up, the tray, with its load, is carried into the inside of the oven on the carriage, and the door falls down gently—the whole done as if by magic. Regarding the oven—which is correctly named the Automaton Oven—we append the following description of it and its working, as supplied to us by the superintendent of the establishment:

"The oven is upright, it has its foundation and heating furnaces in the basement, and its doors in the first and second stories. The dough is put into, and the bread discharged from them on both these floors when in full operation. The baking-cars, loaded on the first floor, ascend through the oven, and discharge the baked bread on the second floor, and the cars loaded on the second floor, descend and discharge on the first floor. The oven contains twenty-six cars, thirteen of which are ascending and thirteen descending at the same time. Each car passes through the oven in thirty minutes, when baking common-sized loaves; but the speed is regulated by the size of the loaf and the time required for baking.

The capacity of one "baking car" is sixty loaves, weighing about a pound and a half each. The temperature of the oven is uniform, and is maintained at any degree of heat necessary, by dampers. Thermometers in the oven indicate the temperature to the attendants. The loaves are all baked precisely alike, and never either burned or under-done.

The temperature for baking in the automatic oven is more than two hundred degrees higher than can be used in the common baker's oven, without burning the bread to a cinder; because the hot air in a chamber without draft is strong and penetrating, and not raw and scorching like the heat in an ordinary oven, where the fire is in the oven itself, and acts directly on the bread while baking, besides exposing it to the impurities of dust, smoke, etc. The oven being upright, with the car loads of bread in it, one above another, and having no draft through it, all the alcoholic vapor arising from the fermented dough is condensed on and absorbed by the cold dough, whereby the bread is improved in flavor, and its nourishing properties sensibly increased.

The machinery which produces the automatic movements of the cars, is placed on the back of the oven, and may be seen best on the second floor."

Altogether it is a most mysterious-looking operation, and from the fact of no one handling or assisting the bread into the oven, or out of it, opening and shutting the oven doors, and travelling of the carriages—all moving as if by clock-work, and yet doing that perfectly by machinery which is not always done so by human hands—we think it well deserves the name of the "Automaton Oven."

When in "full blast," the bakery can bake no less than 250 barrels of flour per day into bread. At our visit, the establishment had just newly started, but, even then, was doing a large business, their bread being sold in shops in different parts of the city.

With highly commendable straightforwardness, the company invite the public to call and see the whole operation—the quality of flour, which is the best—and all other ingredients, so that they may have every confidence in what is supplied. One part of the arrangement, we understood, was not complete when we were there, viz.: that of cutting and weighing off the quantity of dough for each loaf. It was then done by hand and a pair of scales, but we understand that it will be, (if not by this time,) cut off and weighed by machinery also, so that mathematical precision in weight will be obtained, and greater speed in preparing the dough for the pans.

Every description of bread is made, from "crackers" to large loaves.

An inspection of the rules of the establishment, as to chewing tobacco, drinking, and cleanliness, show that the proprietors are up to, if not a little a-head of, the times.

We observe that their price for a 28 oz. loaf is 5 cents, or about 2½*d.* (stg.), for *Cash*, for which only they deal.

## WHO ARE YANKEES?

Many, we think, use the word Yankee, without knowing its exact meaning, whilst others apply it with reference to the whole American people, when they designate them, "Yankees."

According to the last American authority, *Webster*, the meaning of the word Yankee stands thus: "A corrupt pronunciation of the word *English* by the native Indians of America."

From the fact that the English first landed in New England, the word Yankee thus became applicable to them, and it still retains, to this day, its significance as a term applicable to all who belong to the New England States, and to them only. To apply the name of Yankee to all Americans, wherever situated, is an error. Just as well may the Highlander of Scotland, be considered a "cockney," or a "John Bull," as to suppose an inhabitant of the Northern States of America, to be a "Yankee." It is the New Englanders, alone, who are considered Yankees—although the term, altogether, is one of a conventional nature, and very often applied to any thing supposed to be of very speculative, doubtful, or dodging character.

## WATER AND WATER DRINKING.

We have never, as yet, met in this country with an instance, such as we once met with in Manchester, (Eng.,) where the children of a family had never tasted water from the time they were born, always being supplied with "beer," when thirsty—a practice, we fear, far too common in families in the manufacturing districts.

From all we have seen at public, as well as private tables here, pure water seems to be almost the only beverage—first thing in the morning and the last at night, and, altogether, are inclined to believe the Americans to be the greatest water-drinkers in the world.

At breakfast, a tumbler of water is placed alongside of your cup and saucer—at dinner time, it is there—at tea, or supper, again it appears. Many we have seen at the tables of the large hotels who take neither tea nor coffee—but water only—along with their eatables. These are, of course, exceptions—still we have been surprised to meet with so many who do so. Some, again, take cold water and milk, mixed, instead of either tea or coffee.

Whether it is the nature of the climate, the heat of summer, and consequent perspiration, we know not; but the consumption of water for drinking purposes, is certainly enormous. In a counting-house, it would be thought as great a want to have no pens and ink to write with, as to have no cistern full of water, and a tumbler, in a handy corner for the day's consumption. Workshops are similarly supplied.

The quality of the water consumed differs in different localities. In New York, no better water could be desired than is obtained from the reservoir at the Croton works. In other cities, on the sea-board, it is also generally good, and all spring water. Proceeding West, to the Ohio district, it is also good in many parts. At Cincinnati, however, for instance, the water used there is that from the Ohio River, and is frequently almost unfit to drink—unfiltered; but when filtered, and cooled with ice, is very good. Passing farther West to the Mississippi, again, there the water is of very doubtful quality, as well as purity. So much is that the case, that strangers are advised to be careful in partaking of it. So powerful is it, in its effects, that we question if the most staunch tee-totaller would not, for health's sake, be inclined to partake of the light "lager beer" of the Germans, than run the risk of quaffing out of the "Father of Waters." All up and down the Mississippi it is the same. Of course, where spring wells are stationed in towns, the water is, in general, excellent; and there is scarcely a farmer, or resident in the country, but who has a spring well at his door, and who can easily supply himself with pure *aqua.*

The tax for water, is, generally, paid by the landlord, and included in his estimate of rent.

The consumption of water, in summer, for watering the streets, either to lay the dust, or cool the ground in front of the houses, is also very great; and a system of watering in that respect—by means of hose, attached to the mains—is carried out, to an extent unknown in Britain. For hours men are employed every day, at different intervals, to keep a continuous stream of water playing upon the ground in front of houses and stores, for the purpose stated. That is in addition to water-carts, perambulating the streets, watering them as they go along.

In some cities, certain hours are fixed, after which no water is allowed to be used in the manner described.

## DRINKING CUSTOMS.

In the above remarks, we have endeavoured to make clear, that the greatest drinking custom in America, is in the consumption of cold water. It must not be supposed, however, that no malt or spirituous liquors are consumed. As a whole, we should say, that although a large amount of both must be consumed in this country, both from what is manufactured and what is imported, still the average consumption per man is a trifle compared with the

average amount consumed, in either England, Scotland, or Ireland. The drinking customs, for the most part, are confined to drinking whilst standing at the bars of the hotels and drinking-saloons—Brother Jonathan performing that operation decidedly fast. As a general rule, there is none of that sitting down to brandy and water, or "punch" and pipes, on an afternoon after dinner, or in the evening, which is to be seen in the snuggeries in London, nor yet those jollifications over whisky-toddy, which are too common in Scotland, or over the grog or "potheen" in Ireland. Nothing of the sort. After dinner, Jonathan goes off to have a smoke and a read of the newspaper, and thence to business, without, as a general rule, tasting one drop of liquor. He has neither the time nor the inclination for it.

After business hours at night, there is not that amount of frequenting "howfs" or pet-houses, which is common, amongst young men in business, in the large cities and towns in Great Briaitn. They live, most probably, a good way off, and are glad to get home as soon as possible. If they board at a hotel, they prefer the billiard-room to the drinking-saloon. As we have said before, the Americans prefer to driuk at the bar, standing. They order what they want, swallow it at one breath, and off they go.

The greatest cause which we can assign for the undoubted temperance of the American people, as a whole, consists in the detestation with which they look upon drunkenness as a vice, and the care they exercise against indulging in it, from prudential motives.

Employers are more particular, probably, about the sober habits and steady conduct of an assistant than any other qualification—for what they term his being a "reliable man." If there is one thing more than another, which will make them doubt a man's capability to serve them faithfully, it is hisinebriety of character, well knowing as they do, with drink being so cheap here, that if a man gets to use it frequently, and begins to like it, he is going fast on the high road to destruction.

Brought up with such ideas and habits themselves, and taught to look at the drinking customs with something like fear and trembling, and knowing how much a man's value consists in his being a strictly sober man, they are particularly careful in the selection and conduct of the assistants they employ, to see that they are of sober habits, and that they remain so. Men lose situations here, from no other cause than being known to frequent the bar, or a drinking-saloon, too often, although they may be steady enough at their business.

There is no doubt, after all, that there is, probably, far too much drink consumed in this country, particularly in sea-port cities, where sea-faring men come in contact with the commercial classes, and also about the drinking-saloons of the hotels, when salesmen or merchants meet their country customers there.

As we have said elsewhere, lager beer, a light description of home-brewed beer, is the great beverage of the German population, and there is not a town or village but what has its "lager beer saloon." The Germans sit down at tables, and converse and smoke over their beer, consuming often large quantities before they rise. It is, however, comparatively speaking, harmless, when compared with the villanous "fire water," which is distilled, in the shape of whisky, from Indian corn, rye, etc., and sold at a mere trifle per pint. Wholesale price, 35 cents (or 1*s.* 6*d.* stg.) per gallon.

Drink is not sold at the bar at so much per measure—but the bottle is placed for you to help yourself—into a tumbler—unless you wish any of the fancy drinks, such as "gin sling," "brandy smash," "whisky skin," etc., etc. In that case, they are mixed up ready for you, and charged accordingly.

As connected with the use of non-intoxicating liquors by the American people, we may mention as a fact—differing so much as it does from the customs in Great Britain, where beer, ale, "stout," or wine form almost indispensable adjuncts of the dinner-table—that, in America, nothing of that sort is ever to be seen, almost, at the dinner tables in private houses—but tea or coffee (generally tea) takes the place of malt or spirituous

liquors; and a cup of tea is handed round the table to each guest, just as he would be assisted to a glass of ale or wine. To the stranger, from Britain, this seems somewhat peculiar, yet, after all, it or water is the more rational beverage, and certainly not likely to lead to such consequences as follow sometimes from the appearance of the "bottle," on the family table.

## REFRESHING DRINKS IN HOT WEATHER.

The stranger, in passing through any of the large cities in the United States, will find the stores of the chemists crowded with parties, who, thirsty from heat and perspiration, fly to such places to quaff the deliciously cool beverages which are there supplied, at from 3 to 5 cents per glass. These consist of a mixture of soda water and a variety of native wines or unintoxicating cordials, either of which, mixed with soda water, makes a cool, effervescing, and refreshing drink. It is surprising to see the number of ladies and gentlemen, and, in fact, all classes, who stand round the handsome marble fountains which are fitted up in such places, getting a tumbler thus filled up, drinking the contents at once, paying their 3 or 5 cents, and departing. The consumption of such beverages is enormous, one lad in each chemist's store attending to the fountain alone.

The soda water is kept in large vessels underneath the counter, from which it is led up to the fountain and there supplied through a silver tap into the tumbler containing the cordial to be mixed with it.

## THE ICE TRADE.

One of the many things which strikes the stranger from Great Britain, on his visiting this country for the first time, is the traffic which is carried on during the summer months in the article of ice—one as necessary in summer, as the fuel for fire is in winter.

The trade is carried on by private individuals as well as by public companies. In every city and town, without exception, you will see the ice cart perambulating the streets in a similar manner to what the coal carts do whilst dispensing that article in small quantities to the poorer classes in the cities and towns of Britain.

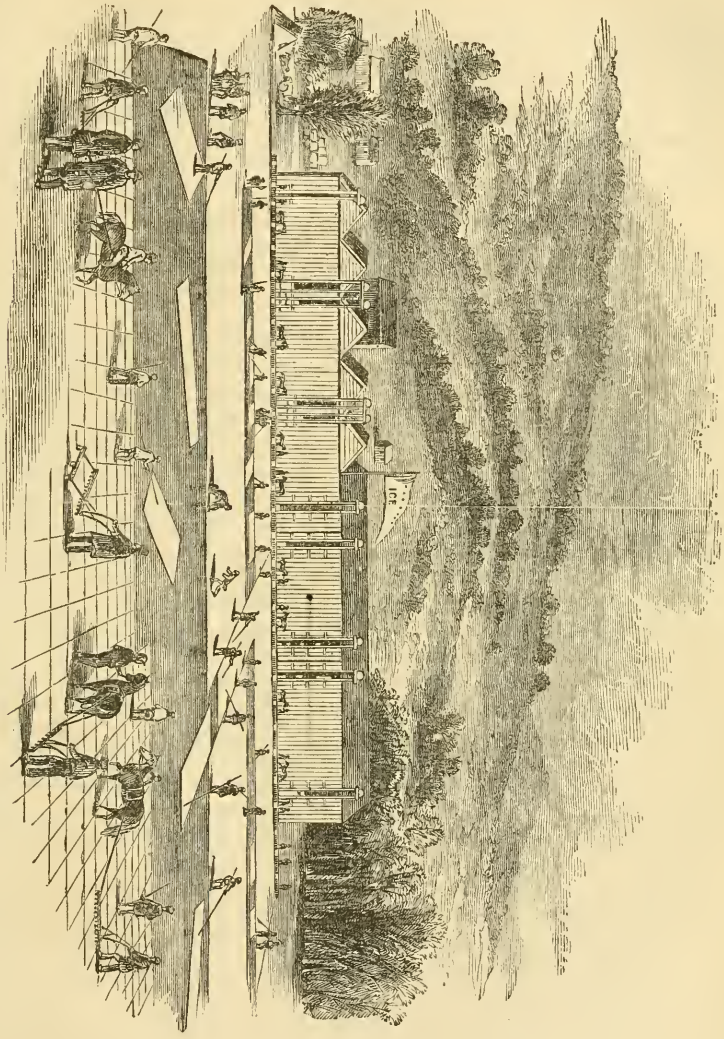
In the cities of the seaboard, the ice trade is carried on "wholesale, retail, and for exportation." Some are engaged in the "shipping business" exclusively, sending ship-loads of it to the West Indies and other tropical climates, where it is, no doubt, duly appreciated.

In the cities, the carts go round with immense blocks, about 12 to 20 inches thick, and about from 22 to 27 inches in length and breadth. The carts have canvas covers over them to protect the ice from the sun as far as possible, but still it continues gradually to vanish, notwithstanding. It is beautifully clear, and on a scorching hot day makes one almost feel cool to look at it.

Every morning, the men in charge of its delivery, visit their customers as regularly as the baker does with bread, and, carrying up a loaf of ice, deposits it at the outside of the door. The difficulty of handling the ice is got over by the use of a huge pair of calipers, which stick into the block on each side, and thus, lifted by a chain attached to them, it is carried up or down stairs. Thus deposited at the door of the customer, it is left there at his risk, and if he does not look after it soon, may shortly afterwards find that it has gone into its original element, and run off. We may safely say, there is not a private family almost, not a counting-house, store, bank, or any place of business whatever, but what has its delivery of ice every morning, and put into the small cistern of water, which is placed in a cool corner of the premises, to supply the inmates for the day. The common supply for counting-houses and families is a piece about 20 inches square, for which they pay 10 cents (or 5*d.*). Only those who know what a hot summer day is, in such as New York, can fully appreciate the luxury of a tumbler of iced water. In the drinking saloons it is used in every sort of liquor, both malt and spirituous.

In winter it is cut out in large squares from the frozen rivers and lakes, preserved, well

covered up in ice houses, on the banks of rivers generally, for the convenience of transportation to the large cities by water.




ICE CUTTING AT ROCKLAND LAKE, NEAR NEW YORK.

The above engraving represents a scene in winter at one of the largest company's depots, viz., Rockland Lake, which is situated about one mile distant from the River Hudson, although in a part of the country 250 feet above the level of that river. The instruments used in cutting out the ice, are termed ice planes, or cutters, and ice ploughs, with which the fields of ice are marked off and cut into squares, and from there stored in large "barns," or ice-houses, one of which will be seen in the above view. Some of those store-houses contain as much as 60,000 tons, where the blocks are built up in regular order, and covered over with long grass, saw-dust, shavings, etc., to preserve it from the external heat of summer. The ice-house represented above was built to contain 20,000 tons. Some idea of this trade may be formed, when we state that about $10,000,000 is employed

in it, in different parts of the States. From returns published as to the consumption, we find that in one year it was estimated as follows:—

| | | | |
|---|---|---|---|
| Boston | tons. 60,000 | Charleston | tons. 15,000 |
| New York | 300,000 | Mobile | 15,000 |
| Philadelphia | 200,000 | New Orleans | 40,000 |
| Baltimore | 45,000 | St. Louis | 25,000 |
| Washington | 20,000 | Cincinnati | 25,000 |

From Rockland Lake, the city of New York derives its chief supply of ice.

It is estimated that 40 men, with 12 horses, can cut and stow away about 400 tons in one day.

## RAILROADS IN AMERICA.

The British traveller, on going over the railroads in America, is apt to find more fault with the construction of the "plant," or road itself, than he is with the "rolling stock," such as cars, etc. He will miss all the well-made fences along the lines, that firm ballasting of the road, those solid stone or brick built station-houses, with locked gates—at which you can neither get out nor in till you are allowed ingress or egress—the array of porters in suits of olive green corduroy, and guards in suits of bottle-green cloth, with chronometer and whistle slung over their shoulders. There is little of that to be seen in America. For the most part, the whole train dashes along through fields, over cross roads, through forests and swamps, with all the freedom and independence characteristic of the country. If an unfortunate cow should happen to be taking an airing along the line, the "cow-catcher" lifts her off her legs before she knows where she is, and tosses her into some soft ditch, perhaps, at the road side, with such a lesson as she will not forget in a hurry, if she happens to have the power of recollection left within her at all! Any one "on the tramp" along "the track" is warned of the approach of the train by the loud-sounding bell, which he will be very deaf, indeed, if he does not hear, letting alone the great, hoarse, unearthly cry from the locomotive, to get out of the way.

The stranger is apt to find fault, more particularly, in there being only one "track" or line of rails, on many of the lines—and few of them being, as we have said, so firmly made or ballasted as the lines in Great Britain. In some lines this is very apparent, and not only in the laying of the rails, but in the construction of very temporary looking wooden bridges—the bad policy of building which has been found out by this time. In such lines as the Grand Trunk of Canada and the Great Central of Pennsylvania, (from Philadelphia to Pittsburg,) or the Baltimore and Ohio railroad, the case is different—such lines more resembling, in substantiality, British made railroads.

There is only one way, we think, of accounting for this difference in the solidity of the roads of the two countries. If not mistaken, there is a difference of no less than £30,000 in the construction of every mile of railroad in the United States, compared with that in Britain; that is to say, that the average cost of every mile of road (1853) in the United States was about £5,460, whereas every mile in Great Britain and Ireland averages the sum of £35,400 ($177,000), making, as we have stated, about £30,000 per mile of difference in the cost of the railroads of the two countries. No doubt the single lines of road constructed here, together with the free grants of land, ought not to have cost any thing like what the double lines of rail in Britain cost, still it is quite evident that the American roads have cost a trifle in comparison to those there, and hence, we think, the reason why American railroads are not so substantially built as they would have been, had the same proportionate amount of money been spent upon them as on those in Britain. The lands in Great Britain, through which the lines pass, were a heavy item of expense in the construction of railroads, but that, again, is in some measure counterbalanced by the high rates paid for labour and the extra cost of much of the material in America, compared with what such was procured at in Britain.

To cover the extent of territory they have done, we do not see how the Americans could

have done otherwise. They were determined to open up their country, to give their people in distant parts the benefit of railroad locomotion, and if it was not to be had in so substantial a manner as in Great Britain, they appeared to make the most of their capital—whether it was borrowed or not.

The construction of many of their bridges seems to be the greatest error they have made; but experience is now showing them, that the sooner they replace all wooden ones with iron or stone, the sooner will their lines pay better dividends, and afford more public confidence.

In 1853, they had then in progress of completion, no less than 12,681 miles of railroad, in addition to which they had 13,266 miles actually in operation, the latter being close upon as many miles as was in operation *over all Europe* at that time—which was 14,142 miles.

Since then, we find that, at the commencement of 1858, they had *in operation*, no less than TWENTY-SIX THOUSAND TWO HUNDRED AND TEN MILES of railroad, the average cost of which per mile, is estimated about $35,000 (£7,000), and that the total cost of the 26,210 miles opened was $919,990,516, or £183,998,103, or say, in round numbers, £184,000,000 sterling.

Had they constructed their lines on the same expensive scale as those of Great Britain, it would have taken the sum of about £918,523,800 stg.—a sum, we presume, not likely to have been raised for the construction of railways, alone, in America.

The conclusion, therefore, seems to us to be, that had the Americans not built their roads as they have done, thousands of miles of country now opened up, and thousands of acres now under cultivation, and yielding crops, would have been still dreary prairies or forests, with a poor probability of the country advancing as it has done.

Taking, therefore, every thing into account—how they had money to raise—the distance they had to bring much of their iron (in bringing it from Great Britain)—the high price of their labour—and the immense territory they have covered with the iron net work—it is only another proof of that indomitable, thorough going "go-ahead" character of the people, in accomplishing what they have done, and, considering all these things, will assist us to account, why it is that their roads are not so well built as those of Great Britain and Ireland.

According to the *American Railroad Journal*, we find that "the TOTAL receipts of the roads will probably reach, $120,000,000 (or £24,000,000 sterling,) and that the NET receipts will probably reach, at least, 5 per cent on their entire cost."

One fact connected with railway travelling, in America, is that you may travel over some thousands of miles, and never pass through a solitary tunnel, the whole of the roads being chiefly laid in the valleys of hilly parts of the country.

Amongst other officers connected with railways may be mentioned

*The Master of Transportation*, who is intrusted with procuring and accommodating the trade and travel of the line with the rates of fares, the getting up of time tables, the running arrangements, and other details connected with the proper working of the line.

*The Master of Machinery*, who has the full superintendence and control of all matters relating to purchasing, building, repairing of the locomotives and cars, and general rolling plant of the line.

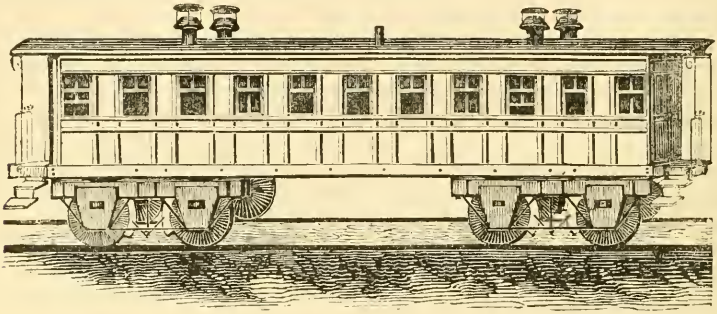
*The Master of the Road*, who has the general charge of all matters relating to the metals, sleepers, bridges, tunnels, and, in fact, all the buildings on the line—providing water—and other duties essentially necessary for the efficient working of the road.

Having thus noticed the plant, construction, and management of the line, we will now notice a little of the "rolling stock," and its management. First, then, we will notice the railroad carriages.

## RAILWAY CARS.

THE "carriages" of Great Britain are styled "cars" in America. Here they are differently constructed. Instead of the small compartments for 6 first-class, or 8 or 10 second-class passengers, as in Britain, the whole car inside is an open space, as a saloon-

carriage. Up the centre there is a passage. The seats are arranged on each side of the passage, and fitted up handsomely with crimson plush velvet seats and backs for 2 passengers in each seat. By an ingenious contrivance, the backs of the seats are made to turn right over the seat, thus 2 passengers can sit with their faces opposite to other 2, which is very handy when 4 of a party wish to talk together, or have a game at cards, chess, etc., etc. The whole interior fittings of the cars are good, with mirrors at each end. In the corner of all carriages there is a private retiring saloon, with water-closets, etc. On some lines there is one for ladies and another for gentlemen, in each car. Each car conveys from 50 to 60 passengers. Almost all the cars open at the ends, where there is a platform extend-



THE AMERICAN RAILROAD PASSENGER CAR.

ing out about 2 feet; thus the platform of one carriage joins that of another, and with the doors at both ends of the car, opening like the door of a room, a passage is thus formed from one end to the other of the entire train.

Along the ceiling of each car, there is a rope, which is attached throughout the whole train, so that the conductor, or any passenger, in any part of the train can stand up and—by pulling this rope—ring a bell which is placed at the side of the engine driver, and thus stop the train, if necessary. By this means, serious accidents are avoided, and passengers experience a feeling of safety, by having such means within their reach. This is rather an improvement, it must be allowed, on the boasted efficiency of some of the English railroads, the trains of which have been known, sometimes, to catch fire, and have the whole train flying along in a blaze, and passengers burned before the engine driver could be communicated with. We allude more particularly to an occurrence of that nature which occurred on the Great Western (of England) Railroad, some time ago.

There is only one class of cars in the United States for all classes, excepting emigrants. Emigrant cars are just like the 3d-class carriages in Britain, only that they are arranged in the same style inside, as 1st-class cars here.

The cars are much longer—say about half a length longer than the average length of carriages in Britain—or about the same length as some of the long carriages on the Glasgow and Greenock, or London and South-eastern lines of railroads there. The body of the car rests upon swivels attached to a sort of truck, or carriage of 4 wheels—(2 at each side). One of those trucks are under each end of the carriage; there is thus a free space of about 30 feet between the fore and after wheels of the cars. The car thus placed on these trucks, and upon swivels, as stated, enables them to be run over curves with much greater ease and safety than if constructed on the British plan. In fact, we do not think that the British railroad carriage could travel, with safety, so fast in this country as what the American car does, simply owing to the construction of the road, and the build of the car, with wheels so close to each other, and body having no room to "play," or swing round a little, in turning a curve. On the other hand, again, we fancy, that a car, built on the American model, would travel infinitely more easy, and much more safe-

ly, when going round some of those beautiful sharp curves which occur here and there on some British lines, or in "going over the stones" on such as the line from Penniston to Sheffield, or from Bishopstoke to Salisbury (Eng.).

The external appearance of the cars are exceedingly plain—and, on entering for the first time, one is not prepared to find them so handsomely fitted up as they are.

For our part we prefer these saloon-carriages, so well and comfortably fitted up, to even some of the first-class carriages in Britain, with their compartments of six each, where, ten chances to one, if you can get a seat, without being half suffocated with heat from windows being closed, or with tobacco smoke, from, perhaps, 2 or 3 cigars blazing away beside you. Whereas, to compare the best 2d-class carriages in Great Britain with the cars in this country, is out of the question—setting aside altogether, the intolerable nuisance which the non-smoking public in England feel, in being compelled to travel, as it might be, in a small, cramped-up smoking saloon, with, sometimes, the smokers not over civil or agreeable, even when females are present. For ourselves, we would rather prefer some of the emigrant cars here to such 2d-class carriages as are to be found, for instance, on the London and South-Western Railroad, between Portsmouth and Southampton, where an ordinary sized man cannot sit upright with his hat on, far less stand up in one. Such cramped-up dog-kennels as these, and some of the old 2d-class carriages on the London and North-Western, and other lines, are unknown in this country. The only fault the cars here have, is in the winter season when the stoves, which are then placed in them, are over-heated, sometimes, making them uncomfortable in that respect, a fault, however, which does not rest with the construction of the car, so much as in the mismanagement, or over-heating of the stove, in the same manner in which the Americans overheat their houses in winter, rendering them uncomfortably hot for British visitors.

Whilst travelling on the cars here, strangers are cautioned to keep their arms and heads inside the cars, as, possibly, when exposing them outside, the train may pass a bridge, or pile of wood, where there is no room to allow for passing such with safety with any part of the body thus exposed. Standing on the platform outside, between the cars, is also forbidden, as, in that case, the company will not be responsible for any accident which may happen when parties are standing there.

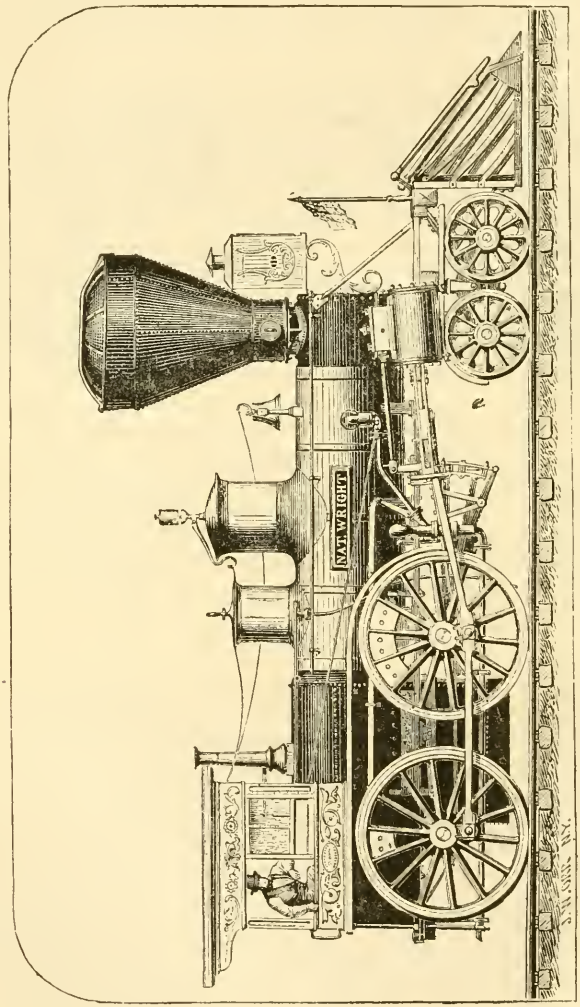
## THE LOCOMOTIVE.

The railway engine is, of course, similarly constructed to those of Great Britain, as a locomotive must be pretty much the same in all parts of the world. The engines of America are characterized by great expense being put on external painting and decoration of the body and finishing of the outward working parts. A large amount of bright polished iron, steel, and brass-work is to be seen about all American-made engines, as can be seen in strong contrast on the Great Western Railway of Canada, for example, where some Newcastle or Manchester-made engines are running. Their dirty, dark-green hue forms any thing but a pleasing contrast to the bright polished work of the American engine. The most prominent features in appearance, however, is in the chimney adopted in this country, which is certainly more useful than ornamental, and yet, it is about as handsome as the plain straight up-and-down chimney pots on the engines of the Caledonian Railway (Scotland). The peculiar form of the American chimney is necessary, on account of burning wood, and the quantity of sparks which fly up the inner funnel, but which are caught at the top, by what is called the "spark arrester," which forms a part of the outside funnel, seen to view. So that, after all, there is utility if there is not ornament in the said ungainly-looking funnel referred to. A bell is attached to all engines, which is rung by a rope in the hand of the driver as he starts, or is about to stop, or when passing over crossings of roads.

As an improvement upon the "spectacles" of the British railroad engine for the protection of driver and stoker from the wind and weather, the covering of the American engine is most decidedly superior, protecting on all sides, as well as from above, the driver and

stoker, and rendering them nearly as comfortable as if inside a car altogether, and yet with light and room enough to perform their duty properly.

The "cow-catcher" at the front—which takes the place of the "life-guard" of the British engine—is a very formidable-looking affair, and carries in its triangled shape and huge iron bars, any thing but an idea of its benevolent intentions of saving the lives of all the




THE AMERICAN RAILROAD LOCOMOTIVE,
WITH "COW-CATCHER" AND ALL THE OTHER "FIXINS" COMPLETE.

sundry animals which come in its way. Yet so it is found, that where a cow, sheep, or ox, for instance, would be certain almost to be killed in coming in direct contact against the perpendicular front of the engine, when flying along the rails—the cow-catcher, on the other hand, catches them so that they are lifted at once off their feet, and rolled off on to either the one side or the other of the line, thus giving them a greater chance of escaping with life than otherwise. Sometimes animals are thus caught up and thrown on one side without any serious injury, although, at other times, they are killed on the spot before

they are thrown off the cow-catcher. Such an article is more necessary in America, where the lines are not protected by fences as they are in Britain, and consequently much more subject to cattle straying about on them.

## THE RAILROAD CONDUCTOR.

In attendance upon each train, there is a driver, stoker, one conductor, two or three brakesmen, and an attendant in the shape of waiter—who acts also as travelling newsman, bookseller, and dealer in Yankee notions.

The conductor on an American railroad is a smart, gentlemanly looking person generally, and were it not for a very small badge which he wears either on his cap or coat breast, you could not tell him from any ordinary gentleman traveller. He is—as he requires to be—a sharp, shrewd man of business, with the eye of an eagle, excellent powers of discrimination as regards the various forms human nature takes, when passing under his review—thoroughly "posted up" as to all the "wild cat," "broken bank," and "uncurrent" notes in circulation—who can tell a counterfeit 25 cent piece by feeling, without troubling himself to look at it—and who, withal, is particularly attentive to ladies, in providing them with seats in cars—where mostly ladies, or ladies accompanied by gentlemen are—and who, upon the whole, is civil, obliging, and attentive, with a sharp look-out after tickets, and those who have none.

On a summer's morning, you will find him enter the car, as he gives the word "all aboard," dressed as if newly out of a band-box, in a suit of white, or unbleached linen, from head to foot, hat and boots included. For a rollicking bit of fun, he will enter the carriage, giving some well-known passenger a "dig in the ribs," as he sings out his morning salutation of "How are you, old feller!" at the same time saying to the passenger, "I cal'elate you didn't see the calf we ketched upon the cow-ketcher." On the passenger professing his ignorance as to such an event having happened, but, being very desirous of getting "posted" on the subject, is eager for all the information he can get—the conductor, in return, still bent on a bit of fun to start the day's business with, then relates in his own peculiar fashion—which it is hopeless for us to describe, and more particularly regarding all the incidents connected with the catching of the animal referred to, and the variations, exclamations, emendations, and additions with which he garnished up his wonderful story—suffice to say that the story was well told, and ended by the conductor completely "selling" his eager listener, when he told him, with a rich leer in the one eye, that the animal was on board, and he (the passenger) was the calf. With that, the conductor would bolt to the other end of the car, leaving the whole company in a roar of laughter at the unfortunate wight who was so eager to hear something of the marvellous, which Brother Jonathan is always ready to supply, when he can meet with a proper customer who will take it in.

There is another character "on board" the car, however, it would almost be unpardonable to omit noticing, namely, the attendant newsman.

## THE RAILROAD NEWSMAN AND BOOKSELLER.

In America, there are almost no book-stalls connected with the railroad stations, as in Great Britain, where newspapers, periodicals, books, etc., are sold in such vast quantities. It must not be imagined, however, that the railroad traveller is neglected, in that respect, as will be found by experience on the lines, here.

Started on your journey, you have not gone far before you are visited by the attendant newsman alluded to, "Morning paper, sir!" "morning paper, sir!" and thus he goes from one end of the train to the other, selling the morning paper for, perhaps, 3 cents—being one cent above publisher's price—but cheap enough withal. After he thinks you have had time to "read, mark well, and inwardly digest" all the 3 cents' worth, he visits you again, dispensing this time gratuitous literature, by handing to all and sundry a bill of

some "heavier" article in the literary market—"Life and Times of Hugh Miller," just out, giving particulars regarding that publication—the great sale it has had—and if you wish to consider yourself a well "posted-up" man on such matters, you ought to buy a copy at the price of—the almighty dollar. You have just finished reading the prospectus, when he returns and picks up all the prospectuses, as he cannot afford to have them either wasted, or to give you one gratis. You wait to see "what next," when next he appears with an armful of books nicely bound, one of which he hands to every passenger. It is, "Life and Times of Hugh Miller." He thus passes through the car, and having given you an opportunity of perusing prospectus and work also, he waits a little till you have begun to scan the pages over, and when you are nicely at work perusing some interesting story connected with the life of that excellent specimen of Scotland's self-made men, the attendant is at your elbow, and at your ear also, making the polite remark, "Only one dollar, sir;" if you hesitate—"the greatest book out, sir." Still you are doubtful—"No man but thinks of having *that* book, sir;" and, at last, between the eloquence of the author and salesman of the book, you are minus one dollar, but an addition to your library of one volume. Thus you watch the tact and perseverance without many words, with which the newsman goes along, selling all he can of those he had left with the passengers.

He now disappears. By-and-by his next visit is in another character. By this time, he supposes you are getting thirsty—we will not suppose, for a moment, on account of the matter being rather dry, that he had, a few minutes before, sold you; but, at all events, he appears now with a tin can full of iced water, which he dispenses in a tumbler to every thirsty person, gratis—handling both articles with some nicety—as the train flies along. Thus he supplies all who wish to drink. Having completed his journey in this line of business, he shortly appears again, loaded with another supply of books. This time, it is a "Railroad Guide." He leaves a copy of that also as before, and proceeds on. After you have perused it, you, probably, are inclined to be posted up as to the time of the railroad, as well as the time of day, and feel disposed to invest 25 cents for that—well-invested money as the newsman may tell you—"save many a train, sir." So on he passes, picking up those copies not wanted, and picking up the quarter dollars where they are to be met with.

In this way does this attendant pass and repass, delivering, selling, and taking up copies of books of all sorts—magazines, illustrated newspapers, etc.—so that, between reading what you may have bought, and glancing over all those which are thrown in temptation's way, the time on a railroad, in America, passes away very fast, even although you should be travelling without any acquaintance to converse with. After a lapse of an hour or so, and after he has exhausted his variety of good things for the mind, our industrious friend now appears with something approaching to "lolly pops" in appearance, but intended as food for the body. This is the veritable "pop corn," all done up in paper bags, at "only 5 cents apiece."

You have, probably, never tasted pop corn, you see every body else investing, and so goes another twentieth part of the said almighty dollar, for a bag of pop corn. From its starchy white look and appearance to some nice confectionary, you expect to get a sweet mouthful. However, you will be disappointed, whether agreeably or not, we do not say, as that is a matter of taste. All we can say is, that we like it well enough, and that it appears to be a great favourite, from the quantities you will see consumed on cars, steamboats, in theatres, etc. It is the Indian Corn, subjected to heat, by some process, and blown up into a light confectionary-looking article, sprinkled over with salt, and a very healthy and, we dare say, nourishing article, for those who like it.

Having left you to finish your stock of "pop corn," the faithful attendant is at your service once more, and if you were disappointed at his last visit, by not getting some "lolly pops," as you expected, you will now have an opportunity of investing another quarter of a dollar on some genuine "candy" of Mr. Somebody's excellent manufacture. There is no mistake this time, so you are inclined to speculate once more. But 25 cents' worth of candy, what are you going to do with all that? If you are at a

loss, the attendant will at once give you a proof of his kindness, and afford you an opportunity to exercise yours, by suggesting that it will no doubt afford you pleasure to divide it with the "little dears" in the seat before or behind you, and if there are none actually so close at hand, he will find some in the train who will become the grateful recipients of your benevolent kindness. Thus appealed to, you may be led to be generous; or, if in stoical humour that day, in that respect, you begin to look at both sides of your quarter dollar, before you exchange it for the packet of candy, done up so inviting as it is in white and gold paper. The "pop corn," however, by this time, urges the necessity of *something* to allay the thirst which it created; so you begin to hesitate, and, at last, make up your mind you will *not* spend 25 cents on candy then—it's too much. To eat it all, perhaps, would turn the equilibrium of your stomach, and, whilst in that mood, between hesitation and want, the attendant—faithful man—puts an end to your soliloquy by the information that "Wall, I guess you can have a dime's worth." That will do—a bargain is struck, and you hand out your 10 cents, and he gives you a portion of a package, value one dime. Thus engaged, therefore, between allaying your thirst with the candy, and enjoying your investments in literature, you whirl along till you come to a station where the iron horse takes in fuel and water. "All aboard" again, and you are once more meditating upon some of the beauties of nature, which you are passing rapidly, when another attendant appears, with a great bundle of newspapers under his arm. At the last stopping-place, the faithful attendant, who had so sedulously attended to your mental and material wants—with profit to himself and to you—has disappeared from off the stage—of the car, at all events—and you see no more of him. His place is taken by another, who has come up the line, perhaps 40 or 50 miles, with an up train, with the evening paper of the next large town or city you are approaching. "Important news by telegraph;" "News by the ocean telegraph;" "To-day's London news." You are now hit home, perhaps, and in your eagerness to know what the news is, you inquire "What is it?" when you are brought to your senses by the dollar-and-cent laconic reply, "3 cents, sir." You had forgot; the newsman, however, had not; so you hand out 3 cents, and have it all before you. Between your morning paper, your evening paper, your one dollar volume, your Railroad Guide, your pop corn, and your candy, and sundry drinks of water, you have been pretty well occupied during the journey, and we are bound to think that you have not wearied any more with travelling only at the rate of 20 miles per hour, than you would have done if you had been on the Great Western Express, railing it at the punctual time of 60 miles an hour, with "Hell Fire Jack" as driver, from London to Bristol.

The newsman on the railroad car is a character perfectly unique, and only to be met with on an American railroad, or steamboat sometimes.

## RAILROAD REFRESHMENT STATIONS.

The great distinguishing difference between the refreshment saloon at the railway stations here and in Britain is, that those in Britain are, for the most part, occupied with bars, for the sale of liquors of all kinds, and wretched tea and coffee, or soup—with the latter so scalding hot, however, that you have neither time nor patience to wait till it is cool enough to enjoy it. In America it is just the reverse. The bar, where intoxicating liquors are sold, is scarcely to be seen at some stations. It forms a very secondary place in the establishment. The refreshment saloon proprietor finds it necessary to supply the best, most wholesome, and substantial victuals for travellers, whilst the railroad companies allow their passengers time to enjoy them. People in this country have no idea of travelling 300 or 400 miles, on an old fusty biscuit, or spunge cake, and keeping up the "inner man" with brandy and water, or pale ale—things all very well in their proper place, but not to travel upon for from 12 to 24 hours.

Dinner.—In your journey along the line, we omitted to convoy you to the dining saloon. When, therefore, the bell on the engine has rung its last stroke of stoppage, you jump off the car, and are informed—"20 minutes here for dinner." You are now, probably, landed

at a station not far from a dense forest, or in the midst of a deep valley, with a range of mountains, perhaps, on every side, with nothing to be heard but the "iron horse" snorting till he comes to a stand-still, and the sound from his nostril reverberating through the valley, and re-echoed again and again. You feel disposed to disappointment in being landed at such a primitive-looking station, which presents, from all you see around you, externally, such scanty means of providing a good dinner, for you, who have tasted nothing very substantial, probably, from 5 to 6, A. M., and now it is 12.30 or 1, P. M. Besides, there is not the magnificent refreshment saloon as in England, like the Midland at Derby, or Carlisle—with its ecclesiastical looking ceiling, and its baronial fire-place. If you have not that, you have, in just such a station as that of Stafford, or at Bristol, a wooden refreshment-room, well stocked inside. You now enter the dining-room—take your seat—and we will guarantee you will get a most sumptuous dinner, there and then, for 50 cents, (or 2*s.* stg.,) and have time to take it in comfort, compared with the "bolting" necessary at some of the refreshment stations in Great Britain, where you have to pay 62½ cents (or 2*s.* 6*d.* stg.). At this country way-side station, they are all prepared for your coming, every thing is ready to the minute the train is due. Most of the dishes are cut up, all ready, and, between soup, delicious trout from the mountain streams at hand, farm-yard poultry, mutton, beef, pork, vegetables, and pies and tarts innumerable, with, for dessert—in summer season—water-melons, musk-melons, huckleberries, and several fruits we cannot name, together with pure iced-water—we can vouch you have finished, most satisfactorily, 20 minutes' good hard work in the use of knife and fork. You now retire, we will be bound to say, agreeably disappointed with the refreshment-saloon, even at a way-side station in the United States of America. At some stations, the charge is only 25 cents, and a very good dinner is got. All the passengers sit down at an immense long table. There are no 2d-class refreshment-room stations—all are 1st-class, but at 2d-class English prices. The conductor, driver, and all the attendants of the train, join at the universal table; but none of them until they have washed themselves in the washroom adjoining the dining-saloon.

Breakfast.—Travellers who start very early in the morning, or who may have been travelling all night, will hail the arrival at the breakfast station, with its plenty of good cheer, in hot coffee, tea, toast, potatoes, ham and eggs, beef steaks, mutton chops, bread and butter, eggs, (boiled, poached, and fried,) etc., etc., etc., with a tumbler of iced-water. Charge for such varies from 25 to 50 cents, depending upon localities, and set out. Time allowed, 20 minutes.

Tea or Supper.—Generally about 5 o'clock—unless near destination of chief terminus—the train will stop for tea or supper, allowing 20 minutes. The fare presented is similar to breakfast, with the addition of pies, tarts, etc., with all kinds of preserves. Charge, 25 to 50 cents. Of course there are no fees to waiters. At all the refreshment-saloons on the railroads here, the attendance is most efficient, with damsels which rival, in every respect, the far-famed waitresses at such as Wolverton, Stafford, Peterborough, or Swindon stations, in England.

## SLEEPING CARS ON RAILWAYS.

Amongst the many improvements introduced in connection with comfortable locomotion, none of so important a character for travellers by night trains has ever been introduced as that of the sleeping berths fitted up for passengers in some of the railroads in Canada and the United States.

On the Grand Trunk Railroad in Canada, the sleeping cars are the most comfortable of any we have seen; almost in every respect like the berths of a first-class cabin in a steamer—all enclosed, with the conveniences and comforts of a good bed, washstand, etc.—so that travellers going between Montreal and Toronto during night, can go to bed and rise in the morning at their destination much more refreshed than if they had sat up all night. This luxury can be enjoyed by paying $1 extra. On several lines in the United States cars are fitted up similarly, but not quite so completely nor so comfortable as those in Canada, although a great improvement so far. Between Cleveland and Cincinnati, for instance, each

car is fitted up for 56 berths, for which the extra charge is 50 cents each. Altogether, it is a move in the right direction, and, we should suppose, might be adopted with advantage on the long line runs of such as the Great Northern and London and North-Western, between London and Edinburgh, the night trains of which, for comfortable accommodation, are nothing to compare with the cars alluded to in this country. On the Pennsylvania Central Road, there are high-backed sofa seats, which one can repose upon very comfortably, at no extra charge.

## THE CHURCHES OF AMERICA.

The elegance of the churches in the United States and Canada is well known to every American traveller. Whilst there cannot be, of course, such venerable edifices to be seen as the fine old cathedrals of such as Salisbury, York, London, and Westminster, (Eng.,) or Glasgow and Elgin, (Scot.,) yet we have no hesitation in saying, that in modern churches, those of Canada or the States will compare favourably with any in Great Britain or Ireland, either in artistic excellence in architectural design, as well as substantiality. We know of few towns in Great Britain, which, in comparison with its size, can show such a turn out of elegant places of worship as is to be seen, for example, in the city of Toronto. In one or two other towns, such as Montreal, the Catholics excel in the external beauty as well as size of their cathedrals, although internally they are nothing to boast of, some of them even betraying, in our opinion, very bad taste. The English Episcopalian cathedral and churches, as well as those of the Congregationalist and other bodies again, both externally and internally, show generally excellent taste, combined with great comfort.

The Presbyterian churches, both English and Scotch, also present some very handsome edifices, excelling, as a general rule, we think, the buildings which the Scotch Free Church Presbyterians have been erecting lately in many of the Scotch towns, most of which, fortunately, make no pretensions to architectural beauty of design. For the same amount of money which many of these churches have cost, if the Americans had had to build them, they would in all probability have erected neat and tastefully-designed churches entirely of wood, and by painting them white, with green round the windows and doors, and with their bright green Venetian blinds, would have presented, as they do in country districts here, churches and chapels, that, however small, at once commend themselves for their elegance and neatness.

In the large cities on the seaboard, such as New York, in the lavish expenditure of money which must have been spent on the magnificent edifices there, we should say, that the Americans have good reasons to be church-proud. (See New York, for engravings of such.)

## THE ATTENDANCE AT CHURCH.

On visiting the churches in the United States and Canada, the stranger will find them well filled, generally speaking. In summer time, the ladies are to be seen going dressed in the most expensive muslins and laces, with bare arms, perhaps, under elegant mantillas of the most zephyr thinness, displaying easily the shape of the figure, be it handsome or otherwise. In the autumn or "fall," the most gorgeous silks, brocades, and velvets are worn. This being the age of "hoops," of course the ladies assume larger dimensions than usual; the use of that article in this country being carried to as great excess as we think it possible to be done.

As a general rule, the congregations of all places of worship are exceedingly well dressed, and present, in summer time, some features rather different from those in Britain. In the summer time, ladies take fans with them to church—the value of that article ranging from a 5-cent dried palm-leaf, to every sort and design of the most costly Chinese and French manufacture. During the service, the fans are kept in almost constant motion in cooling their possessors, much, we should suppose, to the annoyance of the speaker, seeing these waving back and forward before his eyes, at rates varying from 5 to 50 miles per hour. The gentlemen go in suits, some of black, some white, some drab, and some brown, just as

it suits their taste, convenience, or comfort. Many with whole suits of white linen, and being newly washed and "got up," with pure white shirt-fronts, turn-down collars, and small ribbon for neck-tie, look uncommonly well, neat, and clean-looking, and, in the hot weather, the most comfortable dress of all. As we have sat broiling under our black coat, vest, and trowsers—all woollen—we have many times envied those gentlemen in white and fine linen. In the matter of hats, too, the big black chimney pot is thrown aside by many, and the light straw or felt hat adopted in its place, so that, dressed up as now described, with a pair of thin patent leather boots or shoes, fit for a ball, it will be seen, that the American gentleman dresses so as to be as easy, light, and comfortable as he can. Little boys are similarly dressed as the gentlemen; and girls—women in miniature—they must follow the fashion allotted to them, and are dressed and screwed up like so many big dolls, but certainly with the most exquisite neatness and taste, and some of them at no small cost. In the winter months it is just the very reverse of all this. Nothing can be too thick, almost, from the sole of the foot to the crown of the head, for ladies, gentlemen, and children.

The working classes turn out to church exceedingly well dressed, and if it was difficult to tell, at one time, the difference between a Manchester or Glasgow factory-girl from the daughter of a mill-owner, on Sunday, it is pretty much the case now in America—Sally of the hotel or the private residence, as well as the well-paid workman's wife, being desirous of showing off as well as those of the "upper ten"—not forgetting their fan, either, when they go out.

## CHURCH PSALMODY.

On entering almost any church, chapel, or meeting-house of any denomination whatever, the stranger must at once be struck with the most excellent psalmody which he hears in the places of worship. Generally speaking, there is as great a difference between the psalmody and music in American churches, when compared with that heard in England, as there is between the sing-song, drawling, unmusical notes to be heard in some of the churches in country parishes in Scotland, when compared with the music in such as St. Bride's, in Fleet street, or Rev. Dr. Binnie's, in Fish-street Hill, London.

The reason appears to us to arise from the study which the Americans, as a people, give to the art, commencing with them when very young at the piano or melodeon, and having thus early learnt it, become to like it, and carry it into their religious services.

In the choirs of places of worship, as is well known, the wives and daughters of the most respectable families assist, and scarcely is there a choir, we should say, but what can boast of its prima donna, belonging to the upper classes, amongst its volunteer assistants. Struck, sometimes, with some particular tenor, towering above all the others, we have found, upon inquiry, the voice to be that of the lady of Mr. A., the importer, or hearing an excellent bass voice, were told it was Mr. B., the manufacturer. In some of the churches in the large cities is this particularly the case, the singing being such as we fancy could not fail to arrest the attention, and please the man who does not know even one note from another. In some congregations, the hymn books have musical notes printed in; others, again, have music books with airs only—consequently, a large trade is done in supplying congregations with sacred music books, or with hymn books set to music.

We do not find, however, that the congregations, as a body, let their voices be heard, any more than they are heard in many churches in Britain. They appear to allow the choir and the organ to do the work, and in many churches they are mere listeners. As an exception to this, may be named such as Rev. Mr. Beecher's church, in Brooklyn, New York. There the whole congregation appear to sing with hearty good will—in itself, a treat to hear.

Every place of worship has a musical instrument of some kind, generally an organ, or melodeon. Even the small congregation, in the large Scotch Presbyterian Church of St. Andrew, at Clifton, (Canada West,) appears to have been inoculated in favour of a musical instrument, for without waiting, we presume, for authority from headquarters, (being a

Scotch established church) they have asserted the right in their adopted land—and being in close proximity to the "land of liberty"—to introduce a melodeon to assist their psalmody, and with good effect in singing the good old-fashioned psalms and paraphrases of the "authorized version."

A controversy is now going on in the church meetings, in Canada, upon the subject of introducing instrumental music into churches, similar to that which is going on in Scotland, amongst the members of the United Presbyterian body there.

## LUMBER AND LUMBERMEN.

The term "lumber," is meant to represent all kinds of timber, whether in logs, deals, spars, shingles, or any other description of cut or uncut timber. "Lumbermen" as those who are employed in cutting down the timber, preparing it for, and making it into rafts, and "rafting" or sailing those rafts down the rivers to a port. Thus a raft is "run" or "rafted" down a river, when it is being taken to market to be sold. The term raftsmen is, therefore, synonymous with lumbermen, when conveying the lumber along the rivers.

The lumbermen of Canada are chiefly French Canadians, and, in many respects, they lead a solitary, exposed, and hard-working life.

In the summer season these men are engaged by large "lumber houses," owners of immense tracts of forest lands and swamps. They are sent hundreds of miles up the country, to certain stations in the interior; along with them they take a supply of pork, flour, and biscuit, and warm clothing, sufficient to last over the winter season, and until the river navigation opens. When winter sets in, they are engaged "chopping," or felling down the trees, and preparing them into logs. Some do nothing but chop; others, again, attend to the "logging," that is, yoking the bullocks and attending to them in drawing the logs out of the forest, to the nearest outlet of the river, or point, where they are prepared into rafts. Another is employed as cook for the party, who remains at home all day, preparing the food, and, perhaps, exercising himself in the use of the rifle, in bringing in some game so as to furnish an extra savory dish now and then. They live in wooden "shanties," or log-houses, which, by plastering or the use of bark, are rendered as warm as any stone house. There, during the dreary months of winter, with snow and ice on every side, and a dense forest around them for many miles, do these hardy men exist, enlivening their evenings by games at cards, or probably reading the latest newspaper, if one, by any chance, should come in their way. The winter time, when every thing is frozen hard around them, is frequently a more comfortable time for them than at other seasons, when in swamps they are obliged to stand in water and chop or log. In winter they wear suits of the heavy Canadian cloth, alluded to elsewhere, with long boots, of a very heavy and substantial make. In Canada alone, it is estimated there are upwards of 30,000 lumbermen regularly employed, chiefly in the Ottawa, and far north-west districts. They are engaged for the season, perhaps. They go to work, live in the bush, as described, during the winter, and, after they have got all their logs made into rafts, they are prepared to "run" them when the ice disappears. The running of rafts is, sometimes, a very dangerous operation, particularly on such as the Rivers Ottawa and St. Lawrence, where there are so many rapids; however, by the use of long oars, at each end of the raft—each oar acting as a helm to steer with—and experience, the practised lumberman gets along without much danger, excepting where he gets into a wide expanse of the river where the small lakes are formed, and a storm coming on, he runs the risk of the raft being blown in different directions, and thus "wrecking" the raft, sometimes, beyond hope of recovery, and with loss of life often. On such a lake as St. Peter's, on the St. Lawrence, is this sometimes the case.

We here give an engraving of rafts "running" the rapids of the St. Lawrence, at Cedars, Canada East, 36 miles S. W. from Montreal, which will give an idea of one of the most dangerous and exciting scenes during the voyage of a raft, on its way to market.

In some districts, the rafts are divided, and made to descend the "slides"—where there are no rapids, or other means of conveying them past locks or falls.

RAFTS OF LUMBER "RUNNING" THE RAPIDS, AT CEDARS, ON THE ST. LAWRENCE.

On the rafts are erected temporary houses, or huts, and with a cooking stove, barrels of flour, pork, etc. Thus they may be seen, making their way for hundreds of miles down the rivers to various ports on the St. Lawrence, but particularly to Quebec, the greatest lumber shipping port in America. The lumbermen are engaged for so much per season, with victuals. When they arrive at Quebec with the rafts—the proceeds of their winter's work—they are then paid the amount due them, and are ready to engage for the next season. Sometimes the lumbermen are very troublesome, in breaking engagements with their employers, and hiring themselves to others when they get up the country. Employers

complain of this, whilst the men, on the other hand, complain of bad treatment, or the terms of the engagement not being acted up to. An attempt was made to establish a registry of lumbermen in the Ottawa district, with the view of checking the evil alluded to, but nothing of a legislative character has yet been done, to render any such measures legally binding. The rafts on the Delaware, may be seen in similar manner, floating down to Philadelphia, which is the market for its lumber. All the large cities on the seaboard are more or less lumber markets, and by the cheapness of this article, are the people kept in a supply of firewood, (the only fuel in most places,) as well as material for building, fitting up, and furnishing houses, in doing which, the United States and Canada certainly do "lick all creation."

To give an idea of the magnitude of the trade done at Quebec, in the single article of lumber, of Canadian growth, we annex the following statement:—

*An Abstract of the Number of Pieces of all Lumber (square timber excepted) measured in Quebec during the season of* 1856.

1,518 masts and bowsprits; 1,603 spars; 61,496 oars; 2,639 cords of lathwood; 1,378,178 standard pine deals; 552,402 standard spruce deals; 333,585 standard pine and spruce deals, unculled; 185,382 pine plank and boards, culled; 15,110 pine plank and boards, counted; 78,419 spruce plank and boards, culled; 14,085 spruce plank and boards, counted; 1,339,682 standard staves; 940,134 West India staves.

The total exports of timber of all kinds from Canada, in the year 1856, amounted in value to $10,016,883; and the value of ships built in Quebec and sold out of the country amounted to $1,213,076; making a total of wood goods exported of $11,133,959.

The receipts by the Canadian government, were as follows:—

| | | |
|---|---|---|
| During the year 1856 the gross receipts were— | | |
| On account of Timber Licenses | $214,012 90 | |
| Do. Government Slides | 32,788 90 | |
| | | 246,801 80 |
| Deducting charges of management, Timber Licenses | 23,035 70 | |
| Do. do. do. Government Slides | 1,895 69 | |
| | | 34,931 39 |
| Leaving a net of | | $211,870 41 |

## FIRE-ENGINE ESTABLISHMENT.

Who has not heard of this "Institution"—one so hallowed in the recollection of every American, from 15 to 100 years of age? As to the regular paid firemen of Great Britain, the British public care no more about them, than they do about their chimney-sweeps, or street-scavengers. They are all men who are paid for doing their work, and are expected to do it well. If they do not do it so, some one else will be got, who will do it right, and so there is an end of it. Not so in America. The fire-engine of the American is associated with his first breath of life, perhaps the toy of his childhood, till it reaches into manhood with him—growing with his growth—his first thought in the morning, and, too often, his last thought and action at night. Grown out of a voluntary act, when towns were not able to support fire-engines, and pay men specially for looking after them, the institution of the fire-engine, and firemen companies, have become a power, alas! however, like all human greatness, destined to reach the summit of its greatness, and wane gradually till it disappears, at last, altogether from sight, or memory. To express an opinion against this institution at one time was tantamount to blasphemy—and to doubt their efficiency, as a body, was downright infidelity. It may be asked by some, who and what are these firemen there is so much said and written about? They are simply a body of men, generally young men and lads, who, in a particular district of a city, form themselves into a firemen's company, with the laudable desire of assisting in putting out fires, and saving the property at such as much as possible. The corporation furnishes them with an engine, engine-house, hose, hooks, ladders, etc., etc. They pay for the decoration and furnishing of their engine themselves. They are very particular about having *their* engine to beat every other engine already in existence, or which ever may come into existence. It shall be more expensively painted and decorated. Its fittings of brass, copper, and silver-gilt, shall shine so as to dim the lustre of all others within eye-sight on a parade

day. Its power shall be such as to throw a jet of water higher than the highest yet attained, and carry on its front, as a mark of its gallantry and strength, a pair of the horns of an ox.

With all these beauties and qualifications, it must combine in it, all the ease, lightness, and grace of a fairy chariot, and none of the clumsy red and black painted wheels of an engine of Tilley's, or Merreweather's, of London. No; the "Nonpareil" fire-engine of the 100th district "Nonpareil Company," with the "Knickerbocker Hook and Ladder Company," with hose, and hose-carriage, is a paragon, to match which the world is challenged. When the awful sound of a conflagration is heard tolling, mournfully, it may be, over the city, with the news of the "devouring element" being at work somewhere, it is then that the philanthropic fireman is to be seen in all his excitement and glory—then, that his bowels of compassion to save life as well as property, urges him to the scene—it is then, that the "Nonpareil" engine, with the "Knickerbocker" hook and ladder, and hose, close behind, are expected to be at the fire first of all. Yonder you see it coming scampering down the hill, in full flight with its 20 human horses in the traces, with red jackets and helmets, nearly cap-a-pie, rushing along, and clearing the streets as they go, with captain in front, and as he runs, shouting out his orders through his silver-gilt trumpet. There they are in full cry, when behind them, another company with engine No. 1, wheels round the corner, and, in its attempting to pass the renowned "Nonpareil," gets jammed up against the first lamp post, and maimed for doing any more good or harm, for the remainder of that day or night. The "Nonpareil" still holds on its triumphant career, although it may have broken a leg or two of its members, in its encounter with No. 1. It arrives within half a gun shot of the scene of action, when another company, No. 2, drives up, before the redoubtable "Nonpareil," and pitching into it, smashes its slender body, and all "the fixings," into smithereens, till at last No. 2, and a few others arrive at the fire, and find it—a false alarm, after all. What is the meaning of all this? will be asked. Only—that the firemen of one company had sounded the alarm of fire, and wanting a *run* for themselves, thought they would show how soon they could be at a particular spot, in advance of all their neighbours, and thus take the "shine" out of them.

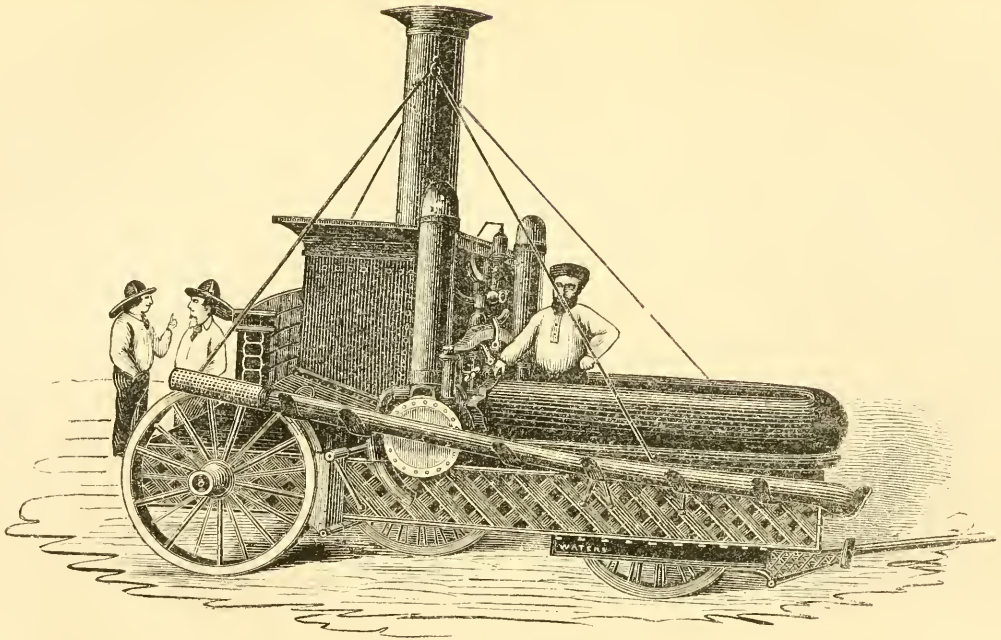
In sober earnest, however, the foregoing is no exaggeration of a scene in going to an actual or reputed fire. The scenes of rivalry which the system has engendered, the fights at fires, the loafers and scoundrels of all sorts which have lately got connected with fire companies—whose only object is to get up fires for the sake of plunder—has led to the doom, as we believe, of the existence of volunteer companies in connection with fire-engines and fire-brigades. Public opinion, backed by the insurance companies, have now found out a remedy for reducing the number of fires, and also the amount of destruction of property which follow them. That remedy is the establishing the steam fire-engine, and a regular *paid* staff of firemen.

The public in all the large cities almost, seem alive to the importance of adopting the new system, and appear to give it their hearty support, against the deadly opposition of the volunteer fire companies, who cannot but see that the day of their services is fixed —that their pet fire-engines may be put in glass cases as relics of the past, as soon as they like. Instead of a run out with their engine, and breaking sundry legs and arms—or turning out of bed now and then to actual fires, they will be able to spend their evenings more pleasantly and profitably in the magnificent saloons and reading-rooms of their mercantile libraries, and sleep sound at night without giving themselves any trouble whose property is on fire, as the iron horse, will, ere long, clear all before him, and soon drown out the biggest fire which has ever happened, in a 100th part of the time it would take 50 volunteer fire-engines, however neat and trim they may be.

STEAM fire-engines, (referred to on the next page, and of which we give an illustration,) are made of two sizes, suitable for 2 horses, and also for four horses.

The largest engines are capable of discharging 2,000 barrels of water, and the smaller ones, 1,200 barrels, per hour.

The cost of working one of these engines is about the same as that of the ordinary hand-worked engine. One steam company is equal to five or six hand companies or brigades, under the same circumstances. The steam engine can work on an incline, as well as on a level. It is placed on three wheels to facilitate its progress over uneven streets, without straining the machinery. It is composed of wrought iron, excepting the cylinder, which is of cast iron, and the pumps which are made of brass. Seven men are considered about the average number for each engine.




THE STEAM FIRE-ENGINE.

The largest engine will throw one stream of water 263 feet horizontally through a $1\frac{1}{2}$ inch nozzle; two streams 200 feet through a $1\frac{1}{4}$ nozzle, and four streams through a $\frac{7}{8}$ nozzle about 120 feet high. The small engines will throw a $1\frac{1}{4}$ inch stream 200 feet horizontally; two streams through a 1 inch nozzle 190 feet. The hose used for each is 3 inches in diameter.

## THE STEAM FIRE-ENGINE.

One of the greatest inventions of modern times, as connected with saving property from destruction and theft at fires, and for raising the dividends of fire insurance companies, is that of the application of steam to the fire-engine.

In cities where these engines are in use, the dividends of the fire insurance companies have risen about 6 per cent; people sleep sound in bed at night, feeling confidence in the power of the fire (steam) engine—putting all fires out quickly, and in doing so, respecting property—with very few fires taking place now, compared with what occurred formerly. These are some of the results of the steam fire-engine being established. To Cincinnati belongs the honour of first setting the worthy example in this respect, and to one man there, viz., Miles Greenwood, of the Eagle Foundry, belongs the credit, more than to any other man, for carrying it out, although frequently at the risk of health and life.

When at Cincinnati, we had an opportunity of seeing these engines at work, at fires, and most admirably did they answer the purpose.

First of all, it must be understood, that, as in the London brigades, men are at the fire-engine stations constantly, night and day. They have, moreover, towers at each, from the top of which a watch is kept all over the city, so that when a fire breaks out, it is seen at once. For each engine there are 4 powerful horses kept ready harnessed. Each engine is kept filled with water and fuel, and all ready to fire up. No sooner is the alarm of fire given, than one man puts a match to the fuel, when it is burning in a minute—the horses are yoked, and in two minutes are on their way to the scene of the fire. The burning fuel in the engine is getting up the steam, and before six minutes has elapsed, steam is up to the required pressure, so that, on arriving at the fire, it is ready to work the engine, and throw the water through the hose. If the steam is up before the destination is reached, it propels the engine forward, making it light work for the horses. At night, it is a novel sight to see the horses and steam-engine together, careering along the street, snorting up the steam and smoke as they gallop along, and making the fire-sparks fly from their heels. There is something positively grand and exciting in such a sight, and one cannot help, in this matter, admiring the go-ahead character of the people, in a most practical direction.

When they arrive at the scene of the fire, the horses are unyoked, and the firemen connect the main hose of the engine, with the water-plugs—these conveying the water into the fire-engine—and from there, it is pumped against the fire. There the engines stand quietly working away, as easily as possible, with the stoker behind adding fuel, and an engineer in front looking after the machinery.

The power of throwing water through these engines is almost beyond belief.

Since their successful establishment in Cincinnati, almost all the large cities have been supplied with them.

It is supposed, because the steam fire-engine cannot eat, drink, and bribe, that it has not made much greater headway in some cities; however, its advantages are compelling its adoption, and, ere long, we should suppose, its use will be universal in all large towns.

The steam fire-engine is made, also, for 2 horses, and, on some occasions, steam has been got up in 4 minutes, 45 seconds.

## EXPRESS.

That's the word in America! It is applied to every moving thing, animate and inanimate—to movements of the steamship, the locomotive, the body, as well as the mind. Every thing and every body is alive, and goes by express. The people live and think by express, as many of them acknowledge. From the forwarding a box of goods to their conclusions on the theory of human progression, all is express work. If you want to send a parcel 300 miles per "goods train," and expect it delivered in 16 or 18 hours, as in England, you must send it here per "express freight." In that case, however, you may be glad if you

have it delivered that distance off in 50 hours. If you wish to go 180 miles in 3 to 4 hours, as in England, simply per "express," you must here go by the "lightning express," and you need not fret your existence away because you are from 7 to 9 hours on the road. If, however, they cannot go by rail quite so fast as they do in Britain, with the ordinary goods trains or expresses, they make up for it other ways. Although some "down easters" are said to take a long time to "calculate" what they are revolving in their mind, the nervous New Yorker, and even the grey and drab Philadelphian will think and act 50 to 1 compared with many. They are the living types of "express" people. They drive by express, they walk by express when the steam is up, they count their bills by express, drink by express, and, according to the opinion of the Hon. M. P. for Dundee (Scot.), they eat and spit by express. We say they drink by express; for whoever saw an American sit down and spend half an hour or more over his pint of beer or gill of whisky? No, that is decidedly too slow. He stands at the bar of the saloon, and after the "cock tail," or "gin sling," or brandy and water is placed before him, the bottom of the tumbler is reached at one operation. There is no sitting and "fuddling" over the drink, as a general rule. Down it goes at a mouthful, and off he starts to some thing or somewhere else.

We have met many intelligent men, who deplore that fast working of the brain which is so prevalent. One consequence is, such people do not live to enjoy the robust health they might otherwise do. Our remarks apply, of course, more particularly to men engaged in all sorts of business in the large cities. Some farmers, and many who live in the country, may be seen, actually, one would suppose, trying how long a time they would take to do nothing; whilst others, again, who have made a small independency, are satisfied to let the world wag as it likes—they purpose enjoying it, and its comforts and blessings, by taking things easy. In the rural districts as good specimens in that respect are to be seen as in Farmer Giles, of Devonshire or Buckingham (Eng.). "Express companies," however, form a different feature of American commercial life, and which we may here notice.

## EXPRESS COMPANIES.

The great carriers—such as Pickford, Chaplin & Horne, and Carver & Co., of England—assume the title of "Express Companies" in America—who send all their goods by "express," as it is called.

The heavy goods, to a great extent, are consigned to the railway companies, who forward them per "express freight" cars, which are proverbially slow in their speed, comparatively—so much so, that unless for very heavy articles, the great bulk of the goods sent over the country are consigned to the care of express companies.

Some of these companies—in the large cities—partake of the character of the "parcels delivery company" of London, not extending their operations out of the city. Whereas the larger express companies extend their business, by agencies, over the entire United States to California, as well as throughout all Canada.

With every express train, they have either half of a car, or an entire car, devoted to the goods they are conveying. They send a special messenger with each. At the other end of the same car, is generally the U. S. Mail, under charge of the mail guard. In the express companies' portion of the car, the messenger who has charge of the packages, delivers them out at their respective stations, and receives others to forward onward. A large and strong wooden box, and sometimes an iron safe, travels along with him, in which is deposited all letters, small and valuable packages, money-parcels, etc.

They undertake the delivery of money and goods in any portion of America nearly. If you wish to send $100 in money, to a man at Chicago, for example, you put it in an envelope—give into the express office—and they undertake to deliver the package, although in their receipt, they do not acknowledge to have received that amount, but merely a parcel, "said to contain such." There are three or four companies who absorb the greater

portion of the trade, and one can scarcely credit the magnitude of their operations. Great as such a concern, as Pickford & Co.'s is, in Britain, it actually becomes a second-rate carrying concern, when compared with the chief express carrying company here. One of these express companies, last October, opened, by contract, the great Pacific overland route from the Mississippi to the Pacific Ocean, joining St. Louis (Missouri) with San Francisco (California), an overland journey of 25 days, with relays of horses at every few miles, and forcing a passage through the Rocky Mountains, carrying mails, treasure, goods, and passengers, not, however, without danger from the troublesome Indians on the route. Next to laying the ocean telegraph, it is the greatest achievement which has been accomplished for many years. It is more than probable, that all that line of road, will be shortly "located," wherever found suitable for settlement.

In every arrival, for example, from California, thousands of dollars in specie, notes, etc., are consigned to their care by merchants and bankers there, for delivery to parties in New York and other cities in the east, and which is received and paid over with the greatest regularity. These companies, therefore, engross a very large amount of business, which the railroad companies would have to attend to; but, with the express company, the railroad company has only one account to keep, instead of thousands. In the delivery of goods several hundreds of miles off not being so expeditious as that experienced in Great Britain, the cause is attributable to the transit over the railroads, and not to the express companies, as their arrangements for expediting the forwarding of goods, so far as they are concerned, are most systematic and extensive.

## WINTER IN AMERICA.

Residents in Great Britain are, we think, too apt to fancy that the people in the United States and Canada, with the thermometer at 20 below zero sometimes, must dress something after the fashion of Laplanders, never be away from the fireside, and such as are to be pitied in a country, with nothing but fields of snow and rocks of ice on every side. To the poor man, who has not a sufficiency of warm clothing, fuel, and food, there is no doubt but that he feels acutely the winter in all its severity; and more so than he does in Britain. The man, however, who can wrap himself well up when he goes out, and has food and fuel enough to keep him warm in doors, the winter presents to him even greater attractions than any other time of the year.

## SLEIGH DRIVING.

Then that well-known gentleman, "Paterfamilias," the merchant, rigs out his sleigh or "cutter," as it is called, which has been idle for 9 months, gets on the harness, with all the paraphernalia of bells, etc., on his favourite "tit," yokes him, and with wife and children all seated cozily in their furs—robes of buffalo skins—and "dreadnoughts," start off for a drive, with the sun shining from a cloudless sky over their heads. The bracing air tells upon man and beast, and what with that, the rattling of bells, and every one driving as if on the road to the Derby, the scene on the public streets is exciting beyond supposition. There goes Paterfamilias bowling along, with a keen north wind blowing in his face, when up comes behind him, rattling along with another lot of bells—and in a twinkling, passing within an inch of his horse's nose—a pretty little sleigh drawn by a couple of bay spanking beauties, driven by, perhaps, another in human form, with a lady companion at her side. Old paterfamilias—fond as he is here of a bit of fast horse flesh—has too heavy a cargo on board, so that he has no chance with the fair damsels, whose occasional pitching up and down, and skilful use of the whip and ribbands, go ringing, rattling, and bounding along, the "observed of all observers." By-and-by, up comes another pair of Morgan greys, slashing along, making the snow fly from their heels, also driven by a lady, who, with a gentleman at her left side, are now bent upon disputing the right of road—at all events, as regards speed—with the two lady friends and the bays before them. Now they

are abreast of each other. The horses understand what is to be up, so, without many words from their fair drivers, off they set to test their powers at "2.40" work—ringing and jolting—with the 2 little bays stepping out to double-quick time, with a fair and square good English step, whilst the greys go thundering along, rolling about in true "racker" style, with their big Morgan heads nodding up and down as they go. There is a "clear stage and no favour" then. At it they go. There the ladies sit, with a rein firmly held in each hand; they get excited, the horses are at it full swing, and thus they bowl along till the Morgans prove rather strong and long in the limbs for the bays, and, after a most exciting contest, they pass their gallant and pretty competitors, and with a merry and graceful lift of the whip handle, by way of salute, the lady drivers part company, till some other party drives up to them with whom they may renew the race.

In all the excellent broad streets with which America abounds, lady drivers, gent drivers, sleighs with 1 horse and sleighs with 16 horses, are to be seen; and what with hallooing, shouting, ringing of bells, cracking of whips, snowballing as they go, and, perhaps, an upset now and then, by way of a change, who will say that such people are to be pitied in winter time. If they do not indulge in Scotia's "roaring game," they have, we are bound to think, all the excitement of it.

After the drive, what with the excitement and oxygen they have imbibed from the pure air, they return home for the day, with a famous appetite for dinner, and in excellent trim for the reunion at friend Jones's in the evening.

## WINTER EVENINGS.

In the winter evenings, more particularly close after New Years' Day, balls and parties, of one sort and another, follow in quick succession. Then the dry goods importer is careless about the solitary case which has got out by the last steamer, although it should not be opened for a week at least; the agent for the go-ahead manufacturing company, whose headquarters are at New England, cannot mend the trade, there being no buyers, so he is at ease with himself and the world in general; the bank teller is not harassed and pestered with such lots of "shinplasters" and "uncurrent," or "broken bank" bills being thrust across the counter to him; the exchange broker can scarcely get a nibble of a shave, however small—each and all making short work of their business for the day; and as for the captain of the river or lake steamer, he has been laid up for a month, and will be for other 2 months, so that all parties are then inclined—having little else to do—to go hunting up old friends and making new ones, giving and accepting invitations to the numerous and pleasant little family meetings, which form so large and so pleasant portions of the winter evenings in American society, where the piano, the melodeon, the guitar, or the violin lend their assistance in one room, whilst the chessboard, or a game at penny whist, or "cukre" is being played in another, and thus, in a round of evenings spent merrily and happily, do the people pass the evenings inside the house, whilst the starry heavens above proclaim a dry and rarified atmosphere, unknown almost in Great Britain.

If the winter is thus a scene of gayety and mirth in the large cities, it is doubly important to the farmer and the country store-keepers.

When the country is covered with snow, then the farmer loads his sleigh, and drives over fields and roads in as straight a line as he can, the whole country affording him a road in any direction where cleared. Thus laden with poultry, and all sorts of farm produce, he reaches the nearest town, and converts these into cash, or barters them for articles of domestic use, with which he returns home loaded. By this means, the whole country is opened up, every one finding a highway for himself. The trade of the country towns is naturally very much increased, and then the heart of the country store-keeper is light when he is doing the best part of the whole year's trade. In some of the more northerly portions of Canada the winters are very long, but all the time the farmers are not idle, as may be supposed, but busy in burning brushwood, and other work they had partly pre-

pared during the summer months. As the weather decreases in severity, and spring begins to open up, then the farmer gets his seed into the ground, as soon as it is prepared, and although that may be far on in the year, compared with the seed-time of Great Britain, yet the seed is brought forward with extraordinary rapidity, arising from the moisture the ground has received, and the great heat of the sun, which then enables the farmer to turn his attention to other things.

The farm produce brought into towns in winter, in the shape of poultry, etc., are all frozen as hard as ice itself, and in that condition they keep a long time quite fresh, so that large quantities of such are brought in that state, and kept in ice for months. When about to be used, all that is necessary is to place them in cold water, which at once reduces them to a proper temperature for cooking.

Winter time in America, therefore, is looked forward to, by almost every one, with very different feelings from what many in Great Britain are apt to suppose.

In the months of November and December, generally, there is little of that raw, damp, cold, muggy weather, so much experienced in all parts of Great Britain and Ireland. Instead of that, the sun beams forth in all his splendour, with, perhaps, a cold but dry and pure atmosphere, then termed the Indian summer part of the year, a time more enjoyed than any other by strangers from Great Britain.

## AMUSEMENTS AND SPORTS.

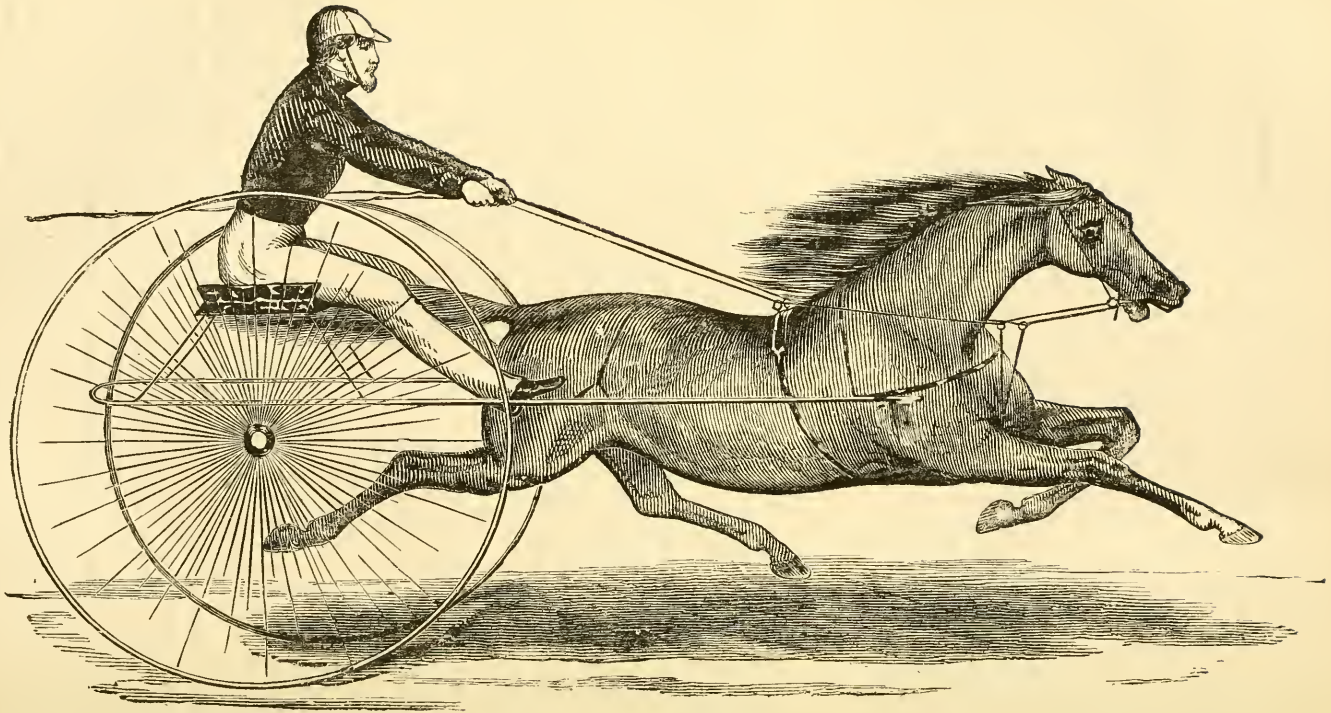
If horse racing can boast of being one of England's greatest national sports, that of trotting matches with horses in harness, may be said to be one of the great sports of America. There is, however, no great day as a "Derby day" of such interest as that day is with Englishmen, when it sets aside the more important duties of business, and even parliament itself. True, the Americans have a greater holiday, because more universal, viz., the celebration of Independence day (4th July), but that is of a totaly different character, being one of jubilee and rejoicing.

Last year, the turf appeared to be making a little more headway, and the steam is to be tried to be got up to a point in future, when the "fashion course" of New York is expected, some day, to rival that of Doncaster, Epsom, or Goodwood. A popular expressed wish seems to be that some English blood horses should be brought over to try their metal on American soil, in return for the importation into England of "Prioress," and her compatriots, on the English fields of horse racing. If the Americans cannot boast of such races as those of England, their trotting matches, and trotting horses, are, in our opinion far ahead of any thing of that kind in Great Britain.

To give the British reader an idea of how a horse is yoked, equipped, and driven in a trotting match, we give an illustration of one in full swing at fully "two forty."

The machine drawn, is built very light, yet as strong as there is occasion for, with seat only sufficient for the driver. It will be seen that the horse is attired in a very light suit of harness, which, with the machine, or "buggy," presents a very slim appearance. Those horses, generally, have a peculiar gait, called "racking," hence they are called "rackers," or "pacing horses." The "racking," or trotting motion of the horse, is not the throwing of the body and legs of the animal straightforward, but a sort of rolling about motion, and, when going slowly, partakes of the appearance of a fast walk and a slow trot combined. It is a peculiar motion, and not a handsome action of the horse, according to our ideas. On the saddle, however, we are told that the motion is particularly easy for the rider, and that many lady equestrians prefer a good "pacer," or "racker," to any other sort of horse, on that account.

It is the ambition of many who keep horses, to be able to boast of how few minutes they will take to trot one mile. Those who can trot 1 mile in 2 minutes and 40 seconds are considered up to the mark as "fast" horses. From this has arisen the common remark of "2.40," when applied to any thing which is done fast. Thus they have 2.40 men, 2.40



AN AMERICAN "RACKER" AT FULLY "TWO FORTY."

women, 2.40 steamboats, 2.40 workmen, same as there are 2.40 horses, and if we can believe one common idea in England, it is that all America, every thing in it, and which is done in it, is 2.40.

These trotting matches, generally, consist of matches of one, two, or four horses, and are just as exciting to the American, as a horse race, when ridden by jockies, is to an Englishman. The time for trotting is sometimes 2.31, and 2.32 for 1 mile.

The breed of horses considered the best trotters, are called the Morgan breed, with big, unseemly heads; and are large-boned, and long-limbed horses. They trot along at a fearful pace, and as they pass, you are apt to expect to see the whole machine fly into a thousand pieces; but no, it whirls along over the ground, as if it was a feather at the tail of the horse, the driver seeming to sit on nothing. To our ideas of driving the driver will be seen holding his arms very far out, and much further than English drivers, we think, are accustomed to do, but we understand it is for the purpose of giving them as much "purchase," or power over the horse—some of the Morgan horses being very "hard in the mouth," and strong in the head to guide—when they get excited in the game they are playing. As drivers, we should be inclined to say, the Americans, as a people, have no superior, if any equal, in the world. When little boys, and able to hold the reins, they will be seen stuck in between the knees of the parent, and driving along with great expertness, until they will be met with alone, or, perhaps, two together in a buggy, and trying the metal of their horse at "two forty" work, with all the relish and skill of men, and thus, in time, become excellent hands at handling the reins.

Many ladies drive regularly, and in Cleveland, and some of the western cities, we saw some excellent "whips" amongst them.

We may here remark, that in some cities of America, horse exercise is a good deal adopted by ladies, and in one part of the country a lady teacher advertises as engaged in giving lessons, with many excellent reasons why it should be more practised by ladies than it is.

Cricket is not engaged so much in as in England, but "base-ball" and "quoits" are very much played.

The great pastimes—as games or amusements—however, are in-doors, and those are the scientific games of billiards and chess, but more particularly the former.

Large as some of the billiard rooms in London are, they are only a few in number comparatively, which are fitted up in that style of magnificence which characterize the billiard rooms of such as New York, Philadelphia, Cincinnati, and Buffalo. In these cities, the number of billiard tables is almost incredible. At night, the lager beer saloons of the Germans are filled by men playing—and few there are but what has its billiard table—even the very meanest-looking places have one. It is the great game with the German people, and hence its great enjoyment with them. In billiard rooms in Cincinnati we have counted 16, 18, and 20 tables in one establishment, whilst the billiard rooms of the celebrated player—M. Phelan, in New York—are fitted up with 30 magnificent tables, all of the manufacture of O'Connor & Collinder, the largest billiard table makers in America. Mr. Phelan's rooms night after night, are thronged with gentlemen enjoying this game. Markers and attendants wait on each table, and altogether it appears an exceedingly well-conducted establishment. In America, the playing of billiards is rendered more respectable than it is in England. If it is right for billiards to be played in hotels and club-houses, and there conducted respectably—the game has extended itself amongst the people, and forms one of the greatest enjoyments of city life after business hours—and from all we could see and hear of it, throughout the country, it is conducted as one of the respectable and healthy recreations of the people—but, of course, like every thing else, liable to abuse. There is not a young man scarcely to be met with, but who understands the game, and who can play at billiards. The apartments of billiard rooms are generally large rooms or halls—well ventilated and comfortably fitted up, both for the looker on and the player.

In the autumn, or "fall," must be mentioned the "target excursions," as they may be termed—although an amusement of a decidedly practical character. From about the commencement of October, up till the end of November, never a day passes almost but what

a small regiment of the employees of some large manufacturing or commercial establishment will be seen parading through the streets in military uniform, on their way to some part of the suburbs—preceded by an excellent brass band, with invariably a coloured attendant carrying the target in the rear, and the invited guests carrying the gold or silver articles as prizes, which are to be shot for—those going nearest the bull's eye obtaining prizes respectively for their skill. Parties of this sort, are to be seen numbering from fifty to hundreds, depending upon the size of the establishment or association. In general, they are all neatly dressed in uniform, and with their muskets—with fixed bayonets, shoulder high, present a decidedly military appearance. Previous, however, to their going out on such excursions, they are regularly drilled in the use of fire-arms by a military official, and the target excursion may be said to be the review day—when each is called upon to attest his proficiency in the art of handling a musket, and in being a good marksman. They start off in the morning and spend the day in this manner, dine at some appointed house, where dinner has been prepared for them, and return home in the evening.

In this way are the great majority of the male population proficient, to a certain extent, in the art of war—so that in case of emergency, an immense force of citizen soldiery can be calculated upon.

## THE DEGENERACY OF THE AMERICAN PEOPLE.

Amongst the many popular errors entertained in Great Britain respecting America and the American people, we find we must include that which has been promulgated in certain quarters, as to the decay or degeneracy of the Americans, in their physical strength and condition as a people. We confess that until we had visited the country, we were somewhat of a similar opinion. From what we have seen of the people, however, over a wide extent of country, we are led to a different conclusion.

We think the error has crept into British minds from the fact, that almost the only opportunity they have of judging of the American people, is from what they see of them in the samples of Americans who visit Great Britain—as merchants, bankers, dry goods or hardware storekeepers—as buyers or sellers. There is no other opportunity of judging of them otherwise, excepting by coming over and travelling through different districts of the country. To take, therefore, the sample of Americans from the close, confined counting-houses of New York or Boston, as fair samples of a whole people, covering such a continent as this, is, we think, hasty and erroneous. As well, in our opinion, may we take the people of such as Hampshire, in the south of England, and declare that they are fair samples of the British people—when the size of their heads and breadth between their shoulders has only to be compared with those of the natives of Aberdeenshire, (Scotland,) or as a whole, with the stalwart Highlanders of Scotland, or the natives of Cumberland, (Eng.) to see the difference.

Just as well, also, may we say that the hard-worked entry-desk clerk in a dry-goods warehouse in Wood street, or a banker's clerk in Lombard street, London, with their bleached faces and slender forms, are fair samples of, and the very personification of John Bull himself.

We cannot take, therefore, the commercial classes of the New England States or New York, and say that they are fair samples of the American people—whilst it is well known that the tall, big-boned native of Kentucky exhibits as great a difference from such, as there is in the cases we have cited as regards the British. If we are to take the descendants of Europeans as comprising the population of America—and we cannot do otherwise, as we are not treating of the aborigines of America—we ask, do the hundreds of thousands of the children of Germans, who form so large a portion of the population of America, look like a people running to decay? Or, again, do the hardy sons of Scotland, scattered all over America and Canada, bear out the truth of such a conclusion? We are aware that there are local causes—such as fever and ague—and that the extreme heat and cold has an enervating effect for a time on the constitution; but with proper care, and avoiding the causes

of such local diseases, the constitution of the European stands as healthy now, under the purer atmosphere of America, than ever it did amid, we think, the still more trying climate of Great Britain, when taken as a whole.

We may be met with the remark, that the American people do not look so fresh and healthy-looking, and so fat as those who enjoy the roast beef of old England, with their "stout" and beer after dinner to their hearts' content.

All we can say is, that both in Canada, and the northern and western States of America, we have found as fresh and healthy-looking, and as strong men as ever we met in Britain. We will admit, however, that the rosy colour on the cheek is not to be seen to such an extent in America as in the country districts of Great Britain or Ireland, nor that the people, as a whole, are so fat and stout-looking. But in reality, that does not matter so much of itself. What is wanted to constitute health and strength, is not by eating enormously, and drinking porter, and being fat. What is wanted in a people is bone and muscle, and we feel convinced that more muscle and real strength, and health, also, is to be found in the wiry frames of the moderately fat—or even in the thin timbers of an active and healthy constitution—than in the extraordinary fat individual, as we presume it will be admitted, that fat forms a very small part in constituting the strength or enduring qualities of any animal, but rather an impediment to healthy action. If proof is needed of our remarks, we refer no further than to the agility and strength, and health of the North American Indian hunters, who, to look at them closely, show none of that superabundant fat, or size, we are apt to give them credit for, and yet we will be bound to say, that for enduring fatigue—half shattered as their constitutions have been during many years with the whisky of the white man—they will equal any average samples of British strength. We may here observe, that having had an opportunity of meeting with about 40 representatives, or chiefs of tribes of North American Indians, last summer, on their way from Washington to their territories beyond Minnesota, we remarked, particularly, the small but nimble foot and leg of these men, some of them over 60 years of age, but moving along with all the agility of men of 20 or 30 years of age. They were, one and all, literally skin, muscle and bone, and in that respect, rather upset our previous notions of what we expected to find amongst them.

The great mistake, we think, seems to be, that Americans are looked upon as weak in constitution and strength, simply because they are not so blown up, and of such portly dimensions as John Bull and his associates are represented to be. But if expertness, or agility and strength, are the essentials required, we have no hesitation in saying that as great an amount of these qualities will be found throughout America, as a whole, as in any part, either of Great Britain, or probably, in the world.

Looking at the matter in the aggregate, therefore, we think that the very fact of what has been done in the country—the immense strides it has made, with comparatively little money at command—the extensive tracts of forest converted into fields of waving grain, or pasture—the enormous cities they have reared—the roads they have made—and in comparatively so short a period, speaks volumes for the physical energy of the people.

It may be that the brains of commercial men in America, are overworked, perhaps more than they are in London, for instance—although we doubt it—and that they suff physically, in consequence; but it is folly, we think, therefore, to say, that the whole people of America are degenerating, simply because a few merchants in their hurry to get rich, fritter away body as well as mind in the operation.

Whoever sees an American thoroughly alive at his business, and having manual labour to perform, whether that is packing a bale of goods, chopping down a tree, swinging a tilt hammer overhead, or, above all, going to a fire, or working a fire-engine, will see neither the want of will, nor want of power to do it. If he can invent a machine to do it for him, he will do so fast enough, and quite right, too, to make machinery work as much as possible for him.

As connected with this subject in some degree, we would refer to the excellent practice kept up by many of the Scotch portion of the population in keeping up their national

games wherever practicable, and whoever witnessed the Scottish games held in Jones's wood, New York, last September, will say, they never saw the "caber tossed" or the "Highland fling" danced, or the "putting of the stone," executed with greater agility or strength on the sides of Kinloch Rannoch, or even Braemar.

It may be that in out-door sports the Americans would be all the better, if they had even more holidays than they have, where games and gymnastic exercises were encouraged and indulged in, so as to improve their physical strength. In that respect, however, we believe they are quite alive to the importance of such.

## DECLARATION OF INTENTIONS.

The emigrant who arrives in the United States with the view of becoming a permanent settler, and who wishes to enjoy all the privileges of native-born citizens, must go through the form of what is called the "Declaration of Intentions," as well as be a resident in the country for 5 years. The law requires such, before a vote at elections is extended to foreigners—and also to entitle them to bequeath real estate property. The intention to become a citizen must be notified at least 2 years before the naturalization papers are obtained, or, in fact, before the applicant becomes a naturalized citizen.

The declaration of such intentions can be made before any state court, being a court of record, and having a seal and clerk, and common law jurisdiction; before a circuit court, or district court of the United States; or before a clerk of either of these courts.

In New York, the office for declaration of intentions is situated in the City Hall, at the public park. On going there, the emigrant will see a board up with "Naturalization Office" painted upon it. On entering the office, and stating that he wishes to declare his intentions, he is asked where he comes from, his name, age, etc. All such particulars are entered in a book, which states that on a particular day he has declared his intentions of becoming a citizen of the United States. That book, with such declaration, is handed to the applicant to sign. That being done, the clerk makes out a document, of which we give a copy, so that parties from Great Britain and Ireland may be aware of the terms upon which they are to expect the privilege they ask for.

The document referred to reads thus:—

(Copy.)

STATE OF NEW YORK.

*In the Court of Common Pleas, for the City and County of New York:*

I, A. B., do declare on oath, that it is *bona fide* my intention to become a citizen of the United States, and do renounce forever all allegiance and fidelity to any foreign prince, potentate, state, or sovereignty whatever, particularly to the Queen of the United Kingdom of Great Britain and Ireland, of whom I am a subject.

Sworn this —— day of ——— month, 185—.

[Signed,] A. B.

Signed by C. D., clerk, in the clerk's office, Court of Common Pleas, for the city and county of New York.

I certify that the foregoing is a true copy of an original Declaration of Intention remaining of record in my office.

In witness whereof, I have hereunto subscribed my name and affixed the seal of said court, this —— day of ——— month, 185—.

Signed here by C. D., Clerk aforesaid.

Previous to obtaining the above document, the applicant has to pay the fee of 25 cents.

After the five years has elapsed from the day of the applicant's arrival in the country

and presuming he has declared his intentions in due form as stated, he must prove by the oath of two citizens of the United States, that he has been resident for five years, and one year within the State where the court is held, before he gets his naturalization papers.

We quote the following as what appears to be the law on the subject:—

"If he have been a minor, and shall have resided in the United States for three years next before attaining his majority, he may be admitted without such declaration, on proving by two witnesses that he has resided five years in the United States, three as a minor and two since he became of age, making the declaration of his intention at the time of his admission, and declaring on oath, and proving to the satisfaction of the court, that for three years next preceding it has been his *bona fide* intention to become a citizen.

"The alien's country must, at the time of his admission, be at peace with the United States.

"If an alien die after having made his declaration of intention, and before his admission, his widow and children are citizens.

"The minor children of any one duly naturalized, if dwelling in the United States, are citizens.

"A foreign married woman cannot hold property in her own name, unless she be naturalized, though she may after naturalization hold it separate and distinct from her husband."

The fee for obtaining the "naturalization papers" is 50 cents, 75 cents, or $1 (2*s.* 3*s.* or 4*s.*) according to the style of the getting up of the document, and ornamental printing of said papers.

Whatever may have been the reason which led to the adoption of such a law, before a foreigner could hold a legal title to real estate, we should suppose that the sooner it is wiped from off the statute book of the United States the better, as, so long as it exists as it is, it presents no additional inducement for settlers to become purchasers of real estate in the country, whilst they are not placed on a footing of equality with other purchasers, simply because they happen not to have been 5 years in the country.

We have no doubt this law will be repealed ere long. In fact, the subject is beginning to be "ventilated," from an article we observed in the New York *Daily Times* of 18th September last, in which the editor says:—

"The statutes in question are not required by any considerations of public utility, and are founded upon the obsolete maxims of a by-gone age. Why should it be necessary that an alien should file with the Secretary of State a declaration of his intention to be naturalized, before he can be authorized to take and hold real estate? Until such declaration is filed, he cannot take title to real property, either by purchase or by will. Any devise to such alien is void, and the property passes to the heirs-at-law. Now all such provisions are entirely uncalled for. They cause trouble, and, in some cases, defeat the intentions of testators. The general policy of our law is to make the acquisition of property open and full. If there is danger to our institutions from foreigners amongst us, that danger is certainly lessened, and not increased, by their becoming interested in the soil. We trust the legislature, at its next session, may find time to consider this subject."

## AMERICAN HOUSES.

The interior of the houses in the United States resemble, in many respects, the neat, clean, and tidy appearance of a well-regulated English house.

The houses of the upper classes are furnished in a style of great magnificence, particularly as regards furniture—it being universally much cheaper here than in Great Britain.

All the rooms are, generally speaking, very lofty, and airy. The dining-room of the Americans is generally on the basement floor of the house, on a level with the kitchen. When the meals are announced as all ready and on the table, the family retire down stairs to the dining-room—generally a plainly furnished apartment, compared with the other rooms up-stairs. After meals they retire at once up-stairs, and use the sitting-room, parlour, or drawing-room and library, as they feel inclined. It is the same after every meal. In very small houses, even, the inmates take their meals, generally, on the ground-floor also, and sit in a room up-stairs. By this means, all waiting until tables are "covered," "set," or "removed," is avoided, besides being much more convenient for servants, in having no meals and dishes to carry up and down stairs.

The meals generally consist very much of the same dishes and viands as in Great Britain, with a few variations in the article of fish, and additions in vegetables and bread, unknown in Great Britain, for example:—

At breakfast and supper the Indian corn forms an excellent and favourite bread, like sponge cake in appearance, is very substantial, and allowed to be nutritious. It is also baked into "pancakes"—called "Indian corn cakes"—which, with the "Buckwheat cakes" baked in the same manner, are evidently enjoyed, from the enormous consumption there is of them, at all breakfast and tea-tables, as they are served up, plate after plate, piping hot. They are used along with butter and golden syrup, and are baked as light as possible. A breakfast or tea-table here, is considered quite as incomplete without its buckwheat, or Indian corn cakes, as a Scotch tea-table would be, without its jams, jellies, or marmalade.

There are only three meals a day—breakfast, about 7 to 8, A. M.; dinner, 12, to 1, P. M.; and tea, (or supper, as it is called,) from 6 to 7, P. M. See our notice of hotels in America, for an idea what breakfast and supper consist of, which is a fair sample of an American table generally.

As we have stated elsewhere, the almost invariable beverage appears to be cold water, with the addition of tea or coffee being supplied at dinner, in the great majority of private houses.

From the abundance of various descriptions of fruits, the desserts, at the humblest dinner-tables, are such as are unknown in Great Britain, excepting at the dinner-tables of the wealthy classes. Even at the tables of the working classes here, we have seen magnificent apples, peaches, grapes, watermelons, muskmelons, etc., which are had most seasons, comparatively speaking, for nothing; whilst the cranberries, whortleberries, pumpkins, brambleberries, blackberries, currants, citrons, etc., afford excellent material, and assist to make up the immense variety of pies which are to be seen on every dinner and supper-table.

We may here remark, that, in other respects, the tables of the working classes, as a general rule, are furnished in a manner enjoyed only by the very best paid workmen in Great Britain.

In the country towns, almost all classes own the houses they reside in, it being the ambition of every working-man even, to have a house he can literally call his own, and where, with a piece of ground attached, he can raise his own vegetables, fruits, and flowers. For that reason, one does not hear *rents* spoken about, so much in America as in Great Britain.

The houses, for the most part, excepting in the large cities, are built of wood, and although to a stranger, accustomed to see the substantial stone houses in Scotland, or brick houses in England, the wooden houses may not appear so comfortable, yet they can be made equally as comfortable as any stone house.

The almost universal fuel in America, is wood. Parties supply wood as they do coals,

It is supplied generally in logs—cut up—but requiring a man to chop it up into the proper length for use in the almost universal fire-place—the stove—which article acts the part of a kitchen-range as well, in very compact form, as with it you can bake, boil, roast, and stew, all at one time. Stoves are made all sizes, and sold with cooking-dishes, etc., complete.

In some of the large cities on the seaboard, such as New York and Philadelphia, coal is used to a large extent, and is increasing every year in consumption. It is of a very hard, brittle nature, and comes chiefly from Pennsylvania. There is no smoke from this description of coal, nor almost any from the wood used—so that it is one of the things which strikes the stranger, on visiting American cities, to find the atmosphere of all as clear and pure as if there were not a fire burning in a single house. Rather a difference this, from the murky atmosphere of such as Sheffield, Birmingham, London, Manchester, and Glasgow, with an additional supply of "blacks," which now and then ornament the faces, or shirt fronts of the people, as they walk along the streets!

We may mention, that in New York, the Scotch system of building houses in floors, or "flats," with one and sometimes two families living on each floor, is carried out to a small extent. Such "lands" are filled, for the most part, with Germans and Irish—the Scotch people appearing to prefer the small, "self-contained" house, where they can procure them. The pressure of the times, during the last 18 months, has compelled many to divide their houses, by sub-letting the upper portion of them, either furnished or unfurnished. In this way, there are hundreds of cases in New York, where one house contains two families, which was tenanted by only one family previous to the panic of 1857.

Regarding the performance of household duties, we find that amongst the families of the mercantile classes the daughters of a family are brought up to understand what household work is, and also how to do it; in fact they are necessitated to do it, as that "greatest plague in life," a servant, here, is not always the speedy, cleanly, and bidable gentlewoman to be found in England or Scotland. There is so much ignorance and unbecoming habits on the part of the vast proportion of imported servants, that families are obliged to be able to assist themselves when left in the lurch by any sudden whim of temper or taste on the part of their "help."

We find that the American ladies are not only good, but quick workers, throwing all that nervous energy of character they are possessed of into their work, to get done with it as speedily as possible; so that whether it be at sweeping out a room, squaring up a bedroom, or cooking a meal, we have found them "smart" at their work. It is not in the nature of an American lady, no more than it is in an American gentleman, to do any thing slow. No doubt, American ladies can take their ease, and enjoy a rest on a sofa, or on one of their easy rocking chairs—particularly on a hot day, with the mercury 100° in the shade—as well as any other lady. Again, in the matter of early rising, the American ladies, in our opinion, put many British ladies completely to the blush, in that respect. What would some of our English or Scotch ladies think of getting up at 4 or 5, A. M., in the summer season, and going to market then? This is necessary both in Canada and the United States, as, if delayed much longer, there would be no butcher's meat to be had long after these hours. As we have said, in the families of merchants, manufacturers, etc., the daughters are taught to work in good earnest, and some of the little girls of 8 and 10 years old will be found quite as smart as the boys of those years are generally acknowledged to be.

Ladies who board at hotels are, perhaps, the only exception to what we have stated. The lady who is a permanent boarder at a hotel has, of course, nothing to do with the cares and work of housekeeping, but, ten chances to one, if even she does not know how things ought to be done, although she is not obliged to do them.

All families try to do with as few servants as possible, preferring, in many cases, to do without extra assistance, rather than pay high wages for very indifferent and troublesome "help."

We may here mention that many American ladies are to be found engaged in business, such as the medical and literary professions, more particularly in connection with the

provincial newspaper press, as well as writing for magazines, periodicals, etc., whilst the daughters in most respectable families are to be found engaged at particular descriptions of work at home, for stores, so as to enable them to be all the more independent of assistance from their parents in paying for the superior style and excellence of the dresses they wear. American ladies *will* and do dress well, and, to enable them to do so, work hard rather than appear in any thing approaching to "shabby genteel."

## EXPENSES OF HOUSEKEEPING.

Regarding the cost of living or housekeeping, it much depends upon the locality and the knowledge of individuals what the expenses are.

In country districts, where parties raise their own butter, milk, eggs, pork, wheat, vegetables, fruits, etc., of course the expenses are infinitely lower than in the large cities.

Taking New York as the most expensive standard, we may safely affirm that, taking every thing into consideration, living is not more expensive than it is in London (Eng.).

To give an idea of the chief items of expenditure for housekeeping in New York, we annex the following particulars:—

Rents.—A half house and use of kitchen, from £15 to £40—all depending upon situation, size, and style of house, etc. Houses may be got even lower, and, of course, higher. The way to find out such, is for the stranger to consult the columns of the principal daily newspapers in all large cities, where he is almost certain to find houses, or portions of houses, advertised, which may suit, or he may advertise for the description of house he wants.

We annex particulars of some houses of different sizes we saw advertised to let in New York, which will give an idea of the rents, accommodation, etc., there in December last.

PART OF A HOUSE IN BROOKLYN, ONLY FIVE minutes' walk from the ferry; house new, three story, first-class, and cost $7000; pleasant and healthy neighbourhood. Rent, to a respectable family without children, $6 (30*s.* stg.) a month.

TO LET.—UNFURNISHED, TO A FAMILY OF two respectable persons, the third floor of the private dwelling, West Twenty-ninth street, consisting of three fine rooms, with large pantries, gas, bath, and Croton water attached. Monthly rent $12 (£3 stg.).

TO LET, WITH ALL THE MODERN IMPROVEments, West Thirty-sixth street, five rooms on the second floor. Rent $12 (£3 stg.) per month. One family in the house.

IN BROOKLYN, THREE MINUTES' WALK FROM South or Wall street ferry, a front parlour, bedroom, and pantry, second floor, comfortably furnished for two persons. Price $200 (£40 stg.) per annum, gas and fires included, attendance, etc.

UNFURNISHED, AT WEST FIFTEENTH STREET, kitchen and three rooms, with all conveniences for housekeeping; hot and cold water, and gas throughout, and bath. Rent $20 (£4 stg.) per month.

TO LET TO A SMALL FAMILY, IMMEDIATE possession, the second floor, with attic bedroom, n house, Walker street, near Broadway. Rent $300 (£60 stg.).

A LOWER PART OF A HOUSE TO LET, TO A respectable family; six rooms, marble mantels, chandeliers, gas, bath, range, hot and cold water; rent $31 (£6 4*s.* stg.) per month. A small family in the upper part.

AN ELEGANT FAMILY CUPOLA COTTAGE TO let, furnished, in Williamsburg, Brooklyn; splendid chandeliers, bathroom, balcony, piazza, carriage-house; location in a most beautiful avenue; stages, etc. Rent $500 (£100 stg.) per annum.

THE FOUR STORY BASEMENT BRICK HOUSE, West Twenty-second street, pleasantly situated, and replete with modern improvements. Rent, to a good tenant, $650 (£130 stg.).

A THREE STORY ENGLISH BASEMENT HOUSE, fitted with all the modern conveniences. Rent $700 per annum.

A VERY COMFORTABLE HIGH FRONT BASEment, occupied the last twenty years as a doctor's office, unfurnished, for $10 per month. The house first-class, quiet, and respectable.

BOARD.—A PLEASANT HOME CAN BE SEcured for the winter in a first-class house near Broadway, in a central location. Gentlemen's rooms, with board, from $5 to $6 (25*s.* to 30*s.* stg.), with fire; also a sitting-room for gentlemen. A fine parlour, with bedrooms, on second floor front, for $6 to $7 (30*s.* to 35*s.* stg.). Dinner at 6 o'clock. Reference required.

Houses are rented by the month, three months, or longer if desired. When rented by the working classes, the rent is paid, very generally, monthly, in advance.

Gas is burned in the houses of the wealthier classes only. A liquid, called "burning fluid," is used most extensively. It is somewhat similar to camphene, and gives a light equal to 2 good candles, for about 25 cents (or 1*s.* stg.) per week.

Coal, where used for fuel, is about 18*s.* stg. per ton—burns clean, with little waste. Wood, however, is the principal fuel used in most places—is sold at so much per "cord." The expense is considerably greater than for coal.

In eatables we will first notice the great "staff of life," viz.: Bread, etc.

The principal kind of bread used in the cities is wheaten, and the same grain forms the larger portion of that consumed throughout the northern States and Canada. Rye and Indian corn is used to a considerable extent, but oatmeal is confined to portions of Canada, and some of the New England States.

Every good housewife bakes her own bread, cakes, pies, etc., and the former is raised with yeast obtained in various ways. "Salt risings," "hop yeast," and "yeast cakes," are used in the country, and these with brewers' yeast in cities. The cooking stoves are well adapted for baking.

It takes usually some time for some emigrants to relish corn-bread, and this is also the case with rye.

Bread made of half rye and half corn-meal, is both sweet and nutricious, but the methods of making all these are best learned from some good cook, and the American women are always willing and ready to teach a stranger the mysteries of the kitchen, if properly requested to do so. Every American cookery book has a large number of these receipts, but a little practical knowledge is always essential.

We find the following remarks published on the subject of *Indian Corn Meal*, and *Indian Corn Bread:*

"A bushel of Indian corn contains more nutriment than a bushel of wheat. Indian corn should never be ground fine. Fine meal may be eaten when fresh ground, but it will not keep sweet. The broken oil globules become rancid and bitter.

"Corn cakes, made of meal and water, with a little salt, mixed into a stiff dough, very thoroughly, and baked on a board before a hot fire, or in a hot oven, or in little cakes on a griddle, till entirely done, are very sweet, wholesome bread.

"Corn and wheat bread is wholesome and nutricious, and easily made—if you know how. Stir two teacupfuls of white meal in a pint of hot water for each loaf; free it of lumps, and let it stand twenty-four hours. Boil two or three potatoes, peel and slice, and mash in a pint of water, which thicken with flour until it is stiff batter, and then add half a teacupful of bakers' yeast. You will use about one-third as much meal, scalded as above, as you do of flour; knead the meal and yeast, and sponge, and add a little salt with the flour all together, and work it well, and mould in pans to rise moderately, and then bake, at first, in a hot oven. This bread will be moist, and more nutricious, and more healthy than if it were all flour.

"Buckwheat cakes are improved by adding corn meal, prepared in the same way, in about the same proportion as for bread. A little wheat flour may be added to advantage. Don't let your batter over-rise and sour, and never use saleratus if it does.

"Corn meal pudding may be made of yellow meal, stirred into scalded skimmed milk, till as thick as gruel, and, when cool, add ginger, cinnamon, nutmeg, salt, and sweetening to suit the taste, and a little fine-cut suet, and some raisins, or dried peaches, or a fine-cut apple. It should bake an hour or more, according to size. You who do not believe any thing made of corn meal can be good, will please try this recipe for a pudding."

Bakers are numerous in the cities; but it is poor economy to purchase that kind of bread, for home-made is much healthier and cheaper. The use of alum and other drugs is as well understood in America as in Britain, although bread, generally, is made from the best flour.

No people consume so many cakes, pies, tarts, preserves, etc., as the Americans, and their tables are always set with an abundance of these. This is probably owing to the ease with which the materials are procured, and the skill of the women in baking, with the facility of cooking afforded by their stoves. An industrious woman may, with ease, set a good table at small expense.

Large quantities of "saleratus," or bi-carbonate of soda, is used in baking bread and pastry.

A description of pic-nic biscuit, called "crackers," are very extensively used, and are sold for from 6 to 8 cents per lb. (3*d.* to 4*d.* stg.). We have failed to meet with the "Abernethy" or "Wine" biscuits, so well known in Scotland.

Wheat flour is about 4½ cents (2¼*d.*) per lb.

Indian corn meal is about 3 cents (1½*d.*) per lb.

As regards animal food, we will first notice the article of

Beef.—The price of beef per lb. depends upon the "cut" and quantity bought, and also if purchased at one of the large public markets.

| | |
|---|---|
| Roasting pieces, per lb.. | 12 *a* 16cts. |
| Chuck roast, per lb | 8 *a* 12 |
| Second-cut chuck, per lb | 6 *a* 10 |
| Porter-house steak, per lb | 15 *a* 18 |
| Sirloin steak, per lb | 12 *a* 15cts |
| Rump steak, per lb | 9 *a* 12 |
| Corned, per lb | 4 *a* 11 |

Mutton is, generally speaking, more akin to what may be purchased in Leadenhall Market, excepting, probably, very choice "south down."

It is sold as follows:—

| | |
|---|---|
| Hind quarters, per lb | 8 *a* 13cts. |
| Fore quarters, per lb | 4 *a* 8 |
| Chops, per lb | 10 *a* 14 |
| Lambs, quarter | 75 *a* $1.50 |
| Lambs, per lb | 11 *a* 13cts. |
| Veal sells, hind quarters, per lb.. | 10 *a* 12½ |
| " fore quarters, per lb... | 5 *a* 8 |
| " cutlets, per lb | 14 *a* 16 |

Poultry and Game.—Immense quantities of excellent poultry is sold, although it is not so fat and good as is sometimes desirable. The prices are, however, much lower than in Britain. We quote as follows—for

| | |
|---|---|
| Fowls, per pair | 75c. *a* $1.50cts. |
| Fowls, Buck's County, per pair. | $1.00 *a* 1.75 |
| Chickens, roasting, per pair... | 1.00 *a* 1.25 |
| Chickens, Spring, per pair.... | 50 *a* 1.00 |
| Spring Ducks, per pair | 75 *a* 1.25 |
| Spring Geese, each | 1.25 *a* 1.75 |
| Turkeys, per lb | 15 *a* 20 |
| Western poultry, per lb | 11 *a* 15 |
| Pigeons, wild, per doz | 1.25 *a* 2.25 |
| Pigeons, squab, per doz | $2.25 *a* 3.00cts. |
| Woodcock, per doz | 4.00 *a* 4.50 |
| Woodcock, per pair | 75 *a* 87½ |
| Snipe, Curlew, and Merlin, per doz | 2.50 *a* 3.00 |
| Snipe, Dowlcher, per doz | 1.00 *a* 1.50 |
| Snipe, Ox-eyes, per doz | 37 *a* 50 |
| Plover, per doz | 2.50 *a* 3.00 |
| Partridge, per pair | 1.00 *a* 1.25 |

Fish.—The price of fish varies very considerably with the supply, so it would be of no practical utility to give quotations. We may say that trout, cod-fish, pickeril, mackerel, halibut, eels, flounders, salmon, and even frogs, can be bought quite as cheap as in England.

Vegetables.—The price of vegetables varies considerably some seasons, and also the manner in which they are bought. Many housekeepers purchase potatoes, for example, per barrel, and save considerably by so doing.

| | |
|---|---|
| Potatoes, new, per bbl | $1.50 *a* 2.75cts. |
| Potatoes, new, per bushel | 62½ *a* 1.00 |
| Potatoes, new, half-peck | 15 *a* 18 |
| Sweet potatoes, per half peck.. | 25 *a* 37 |
| Green corn, per 100 ears | 37 *a* 62½ |
| Green corn, per doz | 5 *a* 10 |
| Turnips, new, Russian, per bu. | 62½ *a* — |
| Turnips, new, per doz. bunches. | 62½ *a* 75 |
| Turnips, new, per bunch | 6 *a* 8 |
| Carrots, new, per doz. bunches. | 37 *a* 50 |
| Carrots, new, per bunch. | 4 *a* 5 |
| Beets, new, per doz. bunches.. | 37 *a* 50 |
| Beets, new, per bunch | 4 *a* 5 |
| Onions, per doz. strings | 75 *a* — |
| Onions, per string | 6 *a* 8 |
| Onions, new, per half peck | 18 *a* 25 |
| Green Peppers, per doz | 12 *a* 18 |
| Okra, per 100 | 31 *a* 37 |
| Okra, per doz | 5 *a* 6 |
| Cabbage, new, per doz | 37 *a* 87 |
| Cabbage, new, per head | 4 *a* 9cts. |
| Tomatoes, per bushel basket... | 30 *a* 40 |
| Tomatoes, per quart | 3 *a* — |
| Beans, per peck | 25 *a* 37½ |
| Lima Beans, per bushel | 62 *a* 75 |
| Lima Beans, per half peck | 12 *a* — |
| Cucumbers, per doz | 6 *a* 9 |
| Parsley, per bunch | 2 *a* 3 |
| Mint, per bunch | 1 *a* — |
| Leeks, per bunch | 6 *a* — |
| Garlic, per bunch | — *a* 10 |
| Garlic, per doz | — *a* 1.00 |
| Egg Plants, each | 6 *a* — |
| Salad, per doz. heads | 18 *a* 37 |
| Salad, per head | 2 *a* 4 |
| Squashes, per bushel | 31 *a* 37 |
| Squashes, each | 1 *a* 2 |
| Watermelons, each | 6 *a* 37 |
| Mushmelons, each | 1 *a* 6 |

The melons, in the list of vegetables, form a very cheap and most delicious article for desert in summer.

Fruit.—The variety of fruit is very great, and in good seasons is exceedingly moderate in price. Last season fruit was very dear, in consequence of the small supply. The following were the prices then.

| | |
|---|---|
| Peaches, per basket | $1.00 *a* 4.00cts. |
| Peaches, per quart | 8 *a* 31 |
| Plums, per quart | 10 *a* 31 |
| Citrons, each | 6 *a* 8 |
| Grapes, hot-house, per lb | 50 *a* 62½ |
| Blackberries, New Rochelle, per basket | 15 *a* 18 |
| Blackberries, Lawton, box | — *a* 30 |
| Blackberries, common, per qt.. | 15 *a* 18 |
| Whortleberries, per quart | 12 *a* 15 |
| Apples, new, per half peck | 18 *a* 50 |
| Pears, new, per basket | $1.00 *a* 6.00 |
| Pears, new, per half peck | 12 *a* 1.25 |

The foregoing are all native growth.

Foreign Fruits sell as follows:—

| | | | |
|---|---|---|---|
| Lemons, per box | $3.00 *a* 5.50cts. | Dates, per lb | 10 *a* —cts. |
| Lemons, per doz | 12½*a* 37½ | Raisins, per lb | 10 *a* 12 |
| Pine Apples, per doz | 25 *a* 1.50 | Raisins, bunch, per box | 2.00 *a* 2.50 |
| Pine Apples, each | 3 *a* 15 | Currants, per lb | 10 *a* 12 |
| Coacoanuts, per 100 | 2.00 *a* 3.25 | Preserved Ginger, per jar, about 6 lbs | 1.00 *a* — |
| Coacoanuts, per doz | 31 *a* 50 | Green Ginger, per lb | 25 *a* — |
| Figs, per box | 50 *a* — | Oranges (Havana) per doz | 62½ *a*. $1.00 |
| Figs, per lb | 10 *a* — | | |

Dairy Produce, Eggs, etc., sells as follows:—

| | | | |
|---|---|---|---|
| Butter, State, by the tub, per lb. | 18 *a* 24cts. | Cheese, new, per lb | 6 *a* 11 |
| Butter, State, per lb | 25 *a* 25 | Eggs, seven for | 12 *a* — |
| Butter, Orange Co., per lb | 26 *a* 28 | Eggs, fifteen for | 25 *a* — |
| Butter, Orange Co., by the pail, per lb | 16 *a* — | Eggs, sixty-four for | $1.00 *a* — |
| Butter, Ohio, per lb | 16 *a* 22 | Honey, pure northern, per bottle. | 50 *a* 75 |

Milk.—Skimmed milk is seldom used by any one. Although a considerable quantity of milk is sold, known as distillery milk—(obtained from cows fed upon distillery slops)—the very finest milk is retailed through the cities, in carts, at 6 cents (3*d.*) per quart.

Sugar, lump, 10 to 12 cents (5*d.* to 6*d.*) per lb. Brown, 6 to 9 cents (3*d.* to 4½*d.*) per lb.

Coffee, roasted and ground, from 9 to 18 cents, (4½*d.* to 9*d.*) stg. per lb.

Tea.—There being no duty on tea as in Britain, excellent tea can be bought for 50 cents (2*s.* stg.) per lb., although it is sold lower and higher than that.

The foregoing prices quoted, are the retail prices. For every cent reckon one-halfpenny.

The wages paid for all descriptions of servants are very high, it being one of the great characteristics of the country, that every description of labour is well paid, and even the humble washerwoman shares in the receipt of good pay, compared with what is paid to such in Britain. In New York, such women receive 75 cts. to $1 (3*s.* to 4*s.* stg.) per day, with meals, for 10 hours' work. Giving out clothes to be washed costs, on the average, 50 cents, (2*s.* stg.) per dozen, and if ironed or got up, 75 cents to $1, (3*s.* to 4*s.* stg.) per dozen.

Domestic servants are paid good wages, and although really good servants are scarce, very ordinary "helps" are paid from £12 to £20 per annum. Servants in America, for the most part, are either Irish or German, and we can assure ladies at home, that the "greatest plagues in life" are as abundant in America as anywhere, as on arrival here, girls who would be very civil and thankful to get £4 per annum in Ireland, will be found not over clever, tidy, or tractable, when receiving $60 to $75 (£12 or £15) per annum. After Irish girls have been in the country for some time, they improve considerably—their ideas of themselves, and the wages they ought to receive, expanding likewise.

Servants are employed differently, in some respects, from what they are in Great Britain; for example, in first-class houses no laundresses are kept. The table and bed linen is washed by the cook, on a particular day, and the body clothes are washed by the maid of all work and housemaid on another day, of the same, or following week.

## PROFESSIONAL MEN IN AMERICA.

In the course of our travels through the United States and Canada, we were led to make an inquiry, as to the position which professional men occupied, and the remuneration paid to them. The answer to our first enquiry so surprised us, that, from curiosity—and also to ascertain if the answer to our first inquiry was general—we made further notes as we went along, on the same subject. As a few of these may prove interesting to many in Great Britain, we annex them for general information—young men in the learned professions there being, in many cases, as ignorant concerning matters in America, as many of their less educated brethren are.

As stated elsewhere, men engaged in some of the professions, find it absolutely necessary to eke out an existence by acting the part of postmaster, reeve, general storekeeper, and magistrate. This applies more particularly to medical men. Fortunately for such, it

is not considered, in Canada, or in country districts in the United States, *infra dig*, for them to exercise their abilities out of the regular path of surgery, and medicine, etc., etc.

Clergymen, from their position, and the embargo which has been laid upon them in that respect, are left to exercise their ability in their own particular sphere, depending for their remuneration upon their talent, and, to some extent, upon the honour of the congregations who employ them.

"The clergy are at a discount, in Canada, and no mistake," was the remark of a gentleman—whom we met there—well entitled to speak upon the subject. "All the young men of promise," he added, "are studying, either for medicine, or for the bar." "Facts are stubborn chiels and winna ding," and facts and figures, moreover, bear out the assertion of our friend's observation and experience regarding the principal professions.

"The Clergy Reserve," as the grants of land originally appropriated by the Provincial Government for the support of the clergy of the Established Church of England and Scotland, as well as of the Roman Catholic Church, were called, have been commuted; that is to say, the lands have been sold, and the proceeds have been invested in lands, the interest yielded by which is managed and administered by the several churches for the support, or, rather supplement of the clergy connected with them; and, of course, every addition to their numbers, reduces the general dividend. We cannot, therefore, vouch for the exact stipend paid to the clergy, either of the Established Churches of England and Scotland, or of the Roman Catholic Church. The salaries of the Presbyterian ministers, except in large cities where they rise to £500, range from £100 to £150 stg. As for the paltry pittance paid to Methodist ministers—unless we are misinformed—£30, in addition to his board in the house of some family where he is temporarily located, is doled out to "a young man without any encumbrances," and £50 to the man who carries, like Peter, "a wife, a sister," along with him in his itinerancy, with the addition of a consideration for every child in his family.

From published documents we find that the entire staff of clergymen of all denominations in Canada, numbers somewhere about 2,270. Composed of as follows:—Episcopal Church, 300; Roman Catholic Church, between 700 and 800; Established Church of Scotland, 90; Free Church of Scotland, 150; United Presbyterian Church, 80; Wesleyan, New Connexion, Episcopal and Primitive Methodists, 600; Congregational, 70; Baptist, 180.

"The pastoral tie is a very brittle one, in Canada, as well as in the United States," is a clerical, as well as a common remark. When a congregation hear a popular minister, a meeting is summoned, a vote taken, and if he offers no objection to the salary, board is provided instanter, and the Presbytery is requested to proceed with his ordination or introduction without delay. The process of dismission is equally summary. If he has dared to attack some social vice, or given offence, no matter how, to the "sovereign people," a meeting is called, the resolution passed that Mr. ——'s services are no longer required, and he is accordingly, nolens volens, cashiered. Greater attention, it is true, is paid to ecclesiastical forms amongst the presbyterians in Canada, but demissions are very frequent, and perpetual change is the law that holds almost universally, which cannot excite surprise to those who are aware that a congregational "promise to pay" of £100, to the minister, on his settlement, very often dwindles down to three-quarters, or one-half of the stipulated sum before the end of the year. "Why don't the clergy remind the people of their duty?" an old country clergyman would say. What do our readers suppose would be the reply when thus appealed to, to remind the "sovereign people" of their duty? "Have you the impertinence to tell me to my face, in my own house, that I have not kept my word?" roared out one of their number, to a minister of the gospel, when the subject was complained of by a hard-working minister. "Walk out, sir!" and suiting the action to the word, he threw open the door. "Walk out, sir! my house is my castle, and I won't submit to be called a liar in my own house. Walk out, sir! you won't long remain in connection with the church, I guess, if you try that tack! Walk out, sir!" We must confess we were more astonished with the answer the honest minister got, than he was. Talking on ecclesiastical matters one day, a friend said, "The Associate Reformed Congre-

gation at ———— wished to engage the services of the Rev. Mr. ——, who had demitted his charge in connection with the United Presbyterian Church, but they could not come to terms, and he ultimately left his own body and accepted the offer of the congregation in connection with the Established Church of Scotland at ————, where he is still exercising the functions of the ministry." That was by no means a singular instance of a dissenting clergyman connecting himself either with the Established Church of England, or Scotland, both of which hold out the inducement, if not a permanent endowment at least, of the bait of a tolerable supplement to the stipend offered by the congregation. Again we were gravely assured that you may bid "good-bye" to your clerical friend, a plain Presbyterian, and shake hands with him on your return, hatted, gowned, and aproned, as a pompous Bishop in full canonicals. The story goes that a Scotch clergyman, who had undergone the above transformation, met his old friend—another Scotchman—a Presbyterian worthy, in the street, laid his hand upon the lapel of his coat, and remarked that it was rather bare for a Doctor to wear, upon which the Presbyterian took up the corner of the Bishop's apron, and twirling it in his fingers, responded, "Very true, Johnny, man; but I wadna *sell my soul* for a dadle!" (Scottice for an apron). From this it would appear that the new world of Her Majesty's dominions has not escaped the tainted touch of degrading simony.

Such being the ecclesiastical condition of Canada, the legal and medical professions, frequently, hold out the fairest prospects of remuneration and success, and sufficiently accounts for the fact that numbers of young men who have studied for the church, have ultimately betaken themselves to the study of law, medicine, or the practice of teaching in the common or grammar schools of the province. Barrister's fees are no less in Canada than in Great Britain, and the medical tariff is prodigiously high; consequently, medical men sometimes realize fortunes. It is said that the people are notorious for suing each other on the most trifling occasions, and if one may judge from the space allotted to puffing quack medicines—all of them, of course, "Infallible Remedies" for "all the ills that flesh is heir to"—in the provincial papers, John Bull, junior, appears to be as gullible as his portly papa in the old country.

The same remarks apply, in a great measure, with regard to professional men in the United States. It was only in December last we met with an instance, where a clergyman, in connection with a Presbyterian Church, in Brooklyn, New York, had commenced to sue (for balance of salary) the managers of the congregation, who had dismissed him without assigning any particular reason.

From a statement published some time ago, it appears that the salaries of some clergymen in the United States (such as Rev. H. W. Beecher, and Rev. Dr. Chapin, of New York,) reach as much as $5000 (£1000 stg.) per annum—and be it observed, on the "voluntary" principle—a proof that clergymen of sterling ability are as much appreciated, and as well paid by the people in the United States, as any other quarter of the globe.

Medical men in cities in the States realize large incomes, from the high fees they charge. We have met several surgeons, who have been practitioners in England and Scotland, and who have great reason to be satisfied in having transferred their services to the United States. They are unanimous in announcing—much better fees, and fewer bad debts, than they were accustomed to in Great Britain.

## THE EDUCATIONAL INSTITUTIONS OF AMERICA.

Look into the face of every child you meet with from Maine to Florida, or from New York to San Francisco, for aught you know you may be gazing upon the president of the United States in embryo. To be sure, it may be only upon the future governor of a single State. Be that as it may, the child is father of the man, and the American people are as fully conscious of the fact, as they are aware that the diffusion of general knowledge is the sole preparative for the proper exercise of the rights, as well as the performance of the duties of citizenship. And thoroughly determined as they are to perpetuate their political institutions to latest posterity, they have resolved to establish a system of common school education, well calculated to accomplish their noble and national purpose; a brief outline of which is all that we can pretend to furnish within our narrow limits. Take the Constitution of any State you please, you will find that it embodies an enunciation of the advantages and objects of education—provision for suitable school accommodation and furniture, as well as for the support of the teachers, the expenses of which are defrayed by revenues derived from lands appropriated for school purposes, and general taxation; and the devolution of the general management upon a committee of gentlemen elected by the people. We can only point to the importance attached to the selection of a healthy *site* for the school-room to the attention paid to ventilation, temperature, and lighting; to the wisdom displayed in the classification of pupils, and in their courses of study, as well as in the regulations of schools and committees, and must, therefore, refer the reader to the numerous volumes, reports, and blue books professedly published to diffuse general information regarding the management of the educational institutions of America.

There is a regular gradation of schools—primary, intermediate, grammar, and high schools—through which the pupil passes during the course of instruction, preliminary and preparatory, to matriculation in the college.

When a child arrives at 4 years of age, he can obtain admission into the *primary* schools, which are generally taught by ladies, a class of teachers who "are considered by the people," as Miss Bremer correctly remarks in her "Homes of the New World," "as more skilful than men in the training of early youth," and receive a remuneration ranging from 300 to 500 dollars per annum. If pupils have been detained by sickliness, delicate health, or by the negligence of parents, and other causes, from attendance at the primary schools for a length of time, they are sent to the "*intermediate*" schools, from both of which they are drafted on the report of satisfactory progress, at 7 years of age, into the "*grammar*" schools, where they remain under the tuition of a master, and a male and female assistant—if boys —until they are 14; and, if girls, until they have reached their 16th year. Lastly, the "*high*" schools are provided for the instruction of those who have undergone a creditable examination, and aspire to matriculation in the college; to whose character Sir Charles Lyell bears the following high testimony:—"The high schools of Boston, supported by the State," says he, in his "Second Visit to the United States," "are now so well managed, that some of my friends, who would have grudged no expense to engage for their sons the best instruction, send their boys to them, as superior to any of the private establishments supported by the rich at great cost." "I was surprised to find," is the statement of the Hon. Mr. Baxter, M. P. for Dundee, "that the masters of the Latin and English High Schools in Boston, get each $2400 a year, or only $100 less than the Governor of the State." In New York, also, we have met with gentlemen largely engaged in mercantile and manufacturing operations, who prefer sending their children to the common schools of the city—free, although they are—feeling convinced of their superiority to any private academies they are acquainted with.

The enormous sum of £5,000,000 sterling has been contributed by voluntary taxation for educational purposes alone throughout the United States. According to a late account 20 schools of law, 40 schools of medicine, and no fewer than 200 universities, with 12,000 matriculated students, and 700 public libraries, containing 2,500,000 volumes, have been established throughout the Union.

A stranger, on visiting one of the public schools in any of the large cities, cannot but be struck with the excellence of the arrangements and system generally adopted. In the class-rooms of these institutions will be found the most complete attention on the part of all, the order and decorum, in all their movements, being equal in precision to that of a well-drilled regiment, as each little male and female pupil marches out or in, in regular file, to the sound of the piano, played by another young pupil of 8 or 10 years of age. There, instruction is made, as far as possible, a pleasure instead of a task, whilst it is of a character which the most fastidious could not but appreciate. We can attest to the superiority of the method by which information is conveyed, having heard scholars of 8 or 10 years of age answering questions, in mental calculations, which would put thousands of individuals, three times their age, to the blush in answering. Specimens of writing and drawing, also, we have seen equally surprising.

Whilst such an excellent education is afforded to all, free, it must not be supposed that no interest is taken whether scholars attend regularly or not. If one should happen to be absent a single morning, a messenger is dispatched to the residence of the pupil to ascertain the cause for non-attendance, whilst equal strictness is observable in the pupils' punctual attendance at the proper hours.

The foregoing remarks apply to the common or public schools of the United States. In Canada the common schools are similarly conducted, and also free, so that education is brought to the very doors of the people, not only in large cities, but in every section throughout the province, and altogether the educational institutions of the province are alike creditable to the council which established, and the government that sanctioned them.

Toronto is the seat of a university possessed of a talented staff of professors; of a normal school, in which teachers receive a scientific training for their profession from efficient masters; and, at the same time, of a model grammar and common school. The province is not only divided into counties, but is also sub-divided into townships (corresponding to a Scotch parish) and school sections, in the centre of each of which last sub-divisions a common school is situated and managed by a local board of trustees. Grammar schools have been established in the principal cities and towns, in which classical and mathematical instruction is communicated by a highly educated and intelligent class of teachers, in addition to the elementary branches of an English education, sometimes combined with natural philosophy, taught in the common schools. Both grammar and common schools are examined by inspectors appointed for the purpose, and the management of the system is entrusted, by the provincial government, to a council of education, Rev. Dr. Ryerson at present being the general superintendent.

A school-tax is levied by the trustees for the support of the teacher, from which a salary is provided ranging, in proportion to the wealth of the section and the number of the pupils, from £60 or £70 in the common schools, to £200 and upwards in the grammar schools; and the only defect discoverable in the system is, that dwelling-houses are not attached, as in Scotland, to the schools—a defect which will probably be removed by their erection in the course of the progressive prosperity of the province by the people.

We have thus presented an outline—a meagre outline only, it is true—of the educational institutions of the United States and Canada; institutions which, notwithstanding the diversity of sentiment that exists on political as well as ecclesiastical subjects, have been established, and are supported with cordial unanimity; from which, it must be evident to every intelligent reader, that they form at once the "foundation of the nation's greatness," and a fitting theme for the children's song and prayer:—

"Then blessings on our common schools
Wherever they may stand;
They are the people's colleges,
The bulwark of the land.
'Tis a happy theme; like a golden dream its memory seems to be,
And I'll sing, while I have a voice or tongue, 'The Common School for me.'"

## ELECTIONS IN AMERICA.

Readers in Great Britain have, no doubt, read or heard of the Republican, or, it may be, the Democratic, or American "Ticket," in connection with elections in America. Differing as the mode of electing members for Congress does from that of members for Parliament, we subjoin a few particulars which may prove interesting to those unacquainted with the *modus operandi* of voting by ballot—or popular elections in the New World.

First of all, then, we may explain that there is no "nomination day" in connection with elections in America—but the formation of what is designated a party "Ticket" appears to be the same sort of proceeding, only carried out differently. The "Ticket" consists of a list of say, four candidates, who are nominated at a preliminary meeting of some of the leading men of the party, and decided upon as "fit and proper persons" to represent the party and their principles faithfully in Congress, and are submitted for the support of the party. For example, the Republican party, meet and fix upon their men, and have their names printed on a small slip of white paper—not much larger than a railroad ticket—issue them to all true Republicans to support, and carry the election of one out of the four names chosen. Only one can be elected, but four are submitted for the people's choice, as, although all Republicans, electors may have their predelictions in favour of a particular man—to any of the other three—consequently, the elector takes his choice and votes accordingly, for one man, scoring out the names of the other three, when he goes to vote. The meeting referred to, is called—the "primary election"—and the list of names (which may be two, three, four, or six) is termed the "*Republican Ticket*" or the "*Democratic Ticket*," as the case may be, the chief men in each party nominating or forming their ticket in the manner described.

We may here remark, that the party ticket, properly speaking, consists of a series of tickets, representing the different offices for the Legislature of the State, as well as for members for the Congress of the United States, and that nearly all such elections take place on the same day, so that the names which comprise the Republican ticket or tickets, as a whole, include the names of different candidates for the different offices in the State Legislature, in the same manner as already described for the election of members of Congress. An elector, therefore, has to provide himself with a series of tickets, suitable, to enable him to vote for the officers of State, and, if a Republican in politics, he will in all probability provide himself with Republican tickets throughout, and vote accordingly for the man he deems the best for each office to be filled.

To simplify the matter in illustration of the electoral system, we will refer more particularly to the election of members for Congress, the principle of election in all other offices being the same.

When the Republican ticket (or list of names) is fixed upon, as already explained, the party at once set to work to secure, by every means in their power, the election of a Republican candidate over the Democratic one. The names of the candidates may be seen a week or two previous to election day, printed on large, square banners, which are suspended from the roofs of houses across the principal thoroughfares in the city, as a sort of standing advertisements of their claims for support; so that for some time the streets present rather a novel appearance, from the number and variety of the banners thus exhibited.

To keep alive the excitement, and advance the interest of the respective candidates, public meetings are held regularly, and in the open air sometimes, in the different wards of the city, which latter, present a few novel features. In the afternoon or evening, a small hustings—capable of containing from 50 to 60 persons—is erected in the street—in a square, or vacant place, convenient for the purpose. At about 8, P. M., the meeting assembles. On the hustings the friends and supporters of the party are to be seen. At one corner, on the platform, a pyrotechnist is placed, with a good supply of fireworks. In front, five or six large flambeaux are kept blazing. Some dozen or so of paper lanterns are hoisted on long poles,

each one having printed on their sides the names of the party candidates, in whose interest the meeting is held. On the ground, at one end of the hustings, is placed a piece of ordnance, generally about a 12 or 16 pounder, which, with the speakers on the platform, and the people in front, form the component parts of a political meeting in the City of New York.

Thus "fixed up," as the Americans would say, the speakers address the audience amid the smoke and glare of the burning flambeaux. Should there be disapprobation from any part of the meeting, the services of the pyrotechnist are called into play, who at once sends a few rockets whizzing up into the air. The variegated forms displayed by them as they explode, has the effect of attracting the attention of the audience, and quiet is again restored. By this means, the speaker proceeds as before, when, after a hearing for some time, another burst of opposition breaks forth—this time more powerful than previously—the fireworks are once more put in operation, but this time with doubtful effect, when the artilleryman in charge announces a salvo of blank cartridge from his 12 or 16 pounder—the smoke and sound of which, repeated two or three times, at last silences the noise of all opposition, and thus again restores order. By such means the speakers are not kept waiting long until silence is restored. In this way the meeting proceeds, interrupted now and then by the dissentient part of the meeting, with other sundry displays of fireworks, and a little more harmless thunder from the "dog of war" at hand.

The excitement and interruptions alluded to, as witnessed by us at a ward open-air meeting in New York, last November, were exceedingly mild from what we expected to meet with, and nothing in comparison with the scenes we have witnessed on "nomination" days in England and Scotland.

As we have stated, the hustings were erected in the afternoon or early in the evening, the meeting is held at 8, P. M., and by 10, or 10 30, P. M., it has separated, the hustings are taken down and cleared off, and not a vestige remained of what was a scene of excitement, only one hour before. Each party holds its meetings, in this manner, on different evenings in the several wards of the city, and pays its own expenses.

The day of election, however, arrives, and brings with it much of the quiet appearance of a Sunday morning. All the liquor stores are closed—by law—and many other places of business are not opened from choice. Men are not at work. Throughout the early part of the day, there is a feeling of dullness in many parts of the city. Towards noon, however, things begin to appear more lively. In the different wards there is a polling booth, about the doors of which are congregated a small, and apparently listless crowd of on-lookers, with, perhaps, a couple of policemen in the midst. Inside the polling booth, are stationed the "Inspectors of Elections."

The voter who has obtained his ticket, and scored out the names of the candidates he does not wish to vote for—leaving one name not scored out—proceeds to the polling place, and on entering is asked by the Inspectors of Elections his name, business, and address, all of which is written down in the books, in the possession of the Inspectors, which being done, the voter hands his ticket folded up, to the Inspector, who deposits it in the ballot box—in the presence of the voter—no one, not even the Inspector, knowing for whom the vote has been given. Thus ends a transaction, which, in the minds of some men, amount to a sort of mysterious bugbear, but which in reality is nothing of the sort, but the performance of a privileged duty executed in an exceedingly quiet and becoming manner.

The reason why the inspector deposits the ticket in the ballot-box is, that on election day there are a variety of ballot-boxes in use that day—one for every officer of State, as well as for members for Congress; so that when the voter gives perhaps six or eight tickets into the hands of the inspector, he arranges them, and places each one in its proper ballot-box. He knows which box each ticket is for, as although the tickets are given in all folded up, yet the denomination of the office is printed on the *outside* of the ticket or slip of paper, whilst the names of the candidates are printed *inside*, and unseen by him. Thus, therefore, the ticket for member for Congress has "Member for Congress" printed on the outside, see-

ing which, the Inspector deposits it in its proper box, and so on with the ticket marked "For Governor of State," or "For Comptroller of State," etc., etc., into their proper ballot-boxes.

We have observed, that a small crowd is generally collected about the doors of the polling-booths. Amongst such is recognized the "scouts" belonging to the opposition political party, who there watch the opportunity to challenge the vote of any one presenting a ticket who is not a voter. When a vote is challenged, the voter is sworn by the inspector of elections as to his having the right to vote, after which he is allowed to vote; but if it can be afterwards proved that he has sworn falsely, he is then handed over to be prosecuted for a serious misdemeanour. If it can be proved in the polling-booth that he has no right to vote, he is then, probably, handed over to the police who are in waiting.

In the immediate vicinity of the polling-booths, outside, are erected two temporary offices on the pavement—one belonging to each of the two political parties. At such places electors are supplied with tickets, if they have not been provided beforehand with them.

The scenes which take place on election days in some of the wards in the city of New York are dangerous as well as disgraceful. These occur in some of the most rowdy or lowest wards in the city—where it is a notorious fact, the Irish largely predominate, and to whom are attributed many of the riots which occur, and which sometimes terminate fatally.

Whatever may be said, however, of elections in America, and voting by ballot there, in general, it is well that we should remember the working of the boasted electoral system enjoyed by the "free and independent electors" of Great Britain and Ireland—more particularly in the "pocket boroughs" in England, the manufacture of "faggot votes" in Scotland, and where honesty in open voting in Ireland, is often followed by agrarian despotism and outrage. And when we hear also of riots, and the free use of revolvers in some of the rowdy wards in the city of New York, we should recollect that these wards, all put together, form only, after all, a mere atom of sand on the great electoral shores of the vast continent of America.

Readers who are in the habit of measuring their standard of electoral affairs in America commit a grave error in taking their cue from what passes in the city of New York in connection with such matters; and disgraceful as the scenes are even there, we question if they are excelled by what passes in manufacturing districts even in England, where the "bottling up" system is carried out occasionally under the auspices of some cotton, woolen, or worsted lord, where his workmen, or those of his committee, are engaged to play the part of ruffians in securing the votes of needy or imbecile voters by the basest of means; where voters are held as prisoners in their own homes on the night of nomination day, and there filled drunk to overflowing, or forcibly bundled off in cabs to the head-quarters of the electioneering camp, where the "bottled-up voters" are congregated like a herd of hogs ready for the butcher, and where, between the fumes of tobacco and the immoderate use of intoxicating drinks, they are secured, and half poisoned (and sometimes wholly poisoned) with liquor, and next morning, or election day, driven in cabs to the polling-booths to register their names in favour of a particular candidate, unless it be that they are considered not altogether "good men and true" by the previous night's debauch,—in that case they are driven off to the country for an airing, in the charge of keepers, till after the polling-booths close at 4, P. M.

As well may we, with truth, apply the "bottling" system as applicable to all the elections in Great Britain and Ireland, as we may those of brawling and riotous voters in New York to the elections all over America.

With all their faults, we believe that the Americans in general display a spirit of independence, and require the protection of the ballot a great deal less than it is required in Great Britain and Ireland, and that they are, in general, above demoralizing influences, such as the "bottling up" system referred to, and that the American workmen who enjoy the franchise, will not be so easily bought over, by either the bland smiles or the hypocritical despotism of an employer, and who, in the exercise of their electoral privilege, act a

more manly and independent part compared to shopkeepers in country towns in Britain, who, in tendering their votes, act only the part of a sort of door-mat, foot-stool, or lackey to the influential lord of the manor, or it may be to the manufacturing lord of the village, whose chief qualifications for a seat in the House of Commons are frequently only a heavy purse and local *influence*, by means of which alone, such have been known—however unpopular to the people—to succeed in defeating some of the most accomplished, popular, and valued of British statesmen.

We selected New York as the place where we should see the system of electing by ballot carried out under the most disadvantageous circumstances, and, so far as our experience goes, we felt somewhat agreeably disappointed that it did not turn out more in accordance with our previous erroneous ideas of the matter, and pleased that it is conducted in a manner, upon the whole, vastly superior to the open voting system of Great Britain and Ireland —where bribery and intimidation, in innumerable instances, defeat the ends of honesty and fair play.

## THE SHAKERS.

"Shaker seeds and herbs," and "Shaker flannels," are amongst the multifarious signs exhibited at doors, and in the windows of retail stores throughout the United States—the excellence of these articles, as sold by a section of the Society of Friends in America—generally known as "The Shakers"—having rendered them famous throughout the country. The stranger in America who is desirous of seeing something of one of the "Institutions" peculiar to this country, may easily visit one of the Shaker villages when at New York, by taking the railroad, or steamboat up the Hudson, to Hudson City, 118 miles from New York, and thence for a few miles per rail to Lebanon Springs, in the County of Columbia, State of New York. In this trip, the tourist can enjoy the trip up the Hudson—visit Lebanon Springs, and the Quaker Settlement, two miles from there—the Catskill Mountains, in the vicinity—noticed elsewhere—and all in the course of a few days, at comparatively little expense.

The Society whose establishment we at present purpose noticing, reside at the Shaker village of New Lebanon, as we have said, two miles from Lebanon Springs, in a beautiful and fertile agricultural district. The village is situated on the face of a hill, and commands a fine view of the valley in the vicinity and surrounding country.

The village is exclusively tenanted by the members of the Community. The principal building consists of a large Meeting-House, where the devotional exercises are conducted, and in the summer time, on Sundays, in the presence of vast numbers of strangers who are sojourning at the Springs. The Extract House is another of the chief buildings. In it is the Laboratory, where the herbs, and tinctures from them, are pressed by means of crushing mills, vacuum pan, etc., under a skillful chemist, one of themselves. The estimation in which such are held, may be judged of from the fact, that in one year about 14,000 pounds' weight have been sold—the extracts of butternut and dandelion forming two of the principal ones sold. In another part of the village is the Seed House, formerly the old Meeting-House, near which is the Tannery, Dairy, and workshops where wooden-ware, door-mats, etc., are made. The Herb House, with its drying rooms, store rooms, etc., is another portion of the manufacturing premises. There, about 70 tons of herbs and roots—the produce of about 75 acres of their garden land—are pressed annually, by means of a hydraulic press of 300 tons pressure. In various parts of the building may be seen both men, women, and children busily engaged in the different processes of manufacturing the articles named, or packing them up ready for market.

The Community at New Lebanon consist of about 500 persons, divided into eight families, as they are called, each family being presided over by two elders and two elderesses, each of whom have an equal position in the management, and to whose orders the members yield perfect obedience.

The management of the temporal affairs of the Society is entrusted to trustees, who are

elected by the ministry and elders, and who are legally in possession of all real estate belonging to the community. The chief business trustee is a Mr. Edward Fowler, a man of about 65 years of age.

The principles they profess are Christian, although their views of Christianity are peculiar. It would take up too much of our space to go into detail respecting these; but we may briefly say that they believe the millennium has come; that theirs is the millennial Church; that marriage prevents people from being assimilated to the character of Christ; that the wicked are punished only for a season; that the judgment-day has begun in their Church being established; and that their state of existence is the beginning of heaven. They entertain the doctrines of the spiritualists to a certain extent, and profess to have had their regular "manifestations of the spirit" for many years past, and that, for instance, the hymns they sing—both words and music—are revealed to them every week in time for devotional exercises on Sunday.

In the Meeting-House they assemble at about half past 10 o'clock every Sunday morning, and, Quaker-like, the sexes are seated separately, with the men and women facing each other; all the men, excepting the elders, being in their shirt sleeves, and wearing blue cotton and woolen trowsers and vests, with calf-skin shoes, gray stockings, and large turned-down collars, as seen in figure 1 in engraving of costume. The women wear, for the most part, pure white cotton dresses, with white cotton handkerchiefs spread over their necks and shoulders, with a white lawn square tied over their heads, with boots similar in appearance to the high-heeled boots lately in fashion—the fashion of the time when the Society was established—and made of a light blue prunella. See figure 7 in engraving of costume.

SHAKER COSTUME.

The above engraving represents the various costumes worn by the Shakers, both at home, and when from home. Figures 1 and 7 represent the worship costume, and attitude of man and woman. Figure 2, that of a field-labourer, or storekeeper's assistant. Figure 3, an elder. Figures 4 and 5, travelling costume, and Figure 6, a half-dress costume.

After sitting a short time in silence, the members from the extreme ends of the room approach the centre, when the seats are removed, and the whole congregation place themselves in marching order in serried rows, three or four men and women alternately. Whilst

thus standing silently—the women with their eyes looking to the floor—one of the elders in the midst of them makes a few remarks, after which a hymn is sung to a very lively tune, the whole of the congregation keeping time with their feet

After the hymn the worshippers commence a dance, an illustration of one of the movements or steps of which we give. The dance consists of a series of evolutions of different forms, presenting in each all the precision of well-trained pupils, moving as if with only one step. The illustration will give an idea of a backward and forward dance or march, with

SHAKERS' RELIGIOUS DANCE.

them keeping time to the hymns they sing, at the same time, following the example, as they say, of David, when he danced before the Lord with all his might. After this, and when all the seats are replaced, and the congregation seated as before, one of the elders delivers a discourse, when the seats are removed again to give place to another dance of a different style, and to another hymn. This time the dance is of a more lively character, with the action of the arms, thrown up and down, and clapping of hands in regular order. In this way are several hymns sung and danced to, and addresses delivered; and however much parties, on reading the accounts of such, may be disposed to smile, no one can witness the devotional exercises of these people, such as they are, without being impressed with feelings of the deepest respect and solemnity; and however much they may differ from the Shakers in opinion, they will be ready to give them full credit for thorough conscientiousness, and faith in what they believe to be right.

Occasionally the "spirit manifests itself" by one or more of the congregation getting up and dancing or whirling round and round with extraordinary rapidity, and the parties apparently being perfectly unconscious of every thing passing around them. In this way will they continue to whirl and dance for nearly an hour without intermission.

As may be well known, all property belonging to the Society is held in common by the members. All who join it do so voluntarily, after perusing the rules and regulations of the Society, which are submitted to all before they join. The Society is divided into three divisions, or classes, viz.: the senior, junior, and noviciate class. The senior class

dedicate themselves and all they are possessed of "to the service of God and the support of the pure gospel, forever," after they have had time for reflection and experience. After being thus admitted as partners in the Community, the relationship is binding forever. The second class of members are those who have no families, but who, in joining the Society, retain the ownership of any private property they had when they entered it. It is according to the laws that if any one leaves the Community they can take nothing with them but what they brought; that they receive no wages for the services they may have performed, and cannot recover any property they may have presented to the Community. The noviciates, again, are those who, on joining the Society, choose to live by themselves and retain the management of their temporal affairs in their own hands. Such are received as sisters and brothers so long as they fulfil the requirements of the Society in every other respect.

Every one—male and female—works, from the preacher down to the youngest child who is able; and not a moment of the hours of labour is occupied but by the busy and attentive performance of their duties.

Throughout their workshops, meeting-houses, dwellings, etc., the utmost order prevails, accompanied by the most scrupulous cleanliness of place and person. Although they have none of the anxieties of life, or that frightful spectre—the fear of want—ever before them, and with no personal or private ambition to carry out, yet all are willing, diligent, and faithful workers, and all appear to be cheerful, comfortable and happy.

The Community at New Lebanon are, from all we can understand, a most intelligent body. They pursue the same system of education as that of the common schools of the United States, for although they lead a life of celibacy after they join the body, the children of those who come from the "outer world" are regularly taught and brought up in the doctrines and with the ideas of the Community, and from that source, as well as receiving all orphan children who are sent to them, there is a never-failing supply of scholars. The children are dressed similarly to grown-up members. They possess an excellent library, and from the newspapers regularly received, the members are kept "posted up" as to whatever is going on in the wicked world around them.

Their conduct and character, from all accounts, is of the most exemplary kind, living up, in a high degree, to the principles they profess. In their relations with the world around them their business character for honour and uprightness is most undoubted, whilst the articles they manufacture stand deservedly high in public estimation, the very term "Shaker" being a sort of guarantee that the article is genuine.

They carry on their botanical and all other operations in the most scientific manner, and have machinery of the most improved description for enabling them to produce the articles manufactured in the best possible manner.

We may mention the somewhat singular fact, of this society, having taken root so far back as exactly one hundred years ago, in the City of Manchester (Eng.). In the year 1758, a woman named Ann Stanley, then the wife of a blacksmith, embraced the views of Shakerism from the disciples of some French religionists who held these, or similar views there, but suffering great persecution on account of her belief, she, along with a few others, emigrated to America, where she founded a Community at Niskayuna, (Watervliet,) near Albany, where the sect still have a Community. When she arrived in America, she took her maiden name of Lee, and thus the name of Mother Ann Lee is devoutly remembered till this day by the sect, they looking upon her, as, they say, the revelation of the female nature of God to man, in the same way as *The Christ* was manifested in the person of Jesus, as the revelation of the male nature of God to man. During a great revival movement in 1780, large numbers joined Ann Lee's Community, and since then they have spread into different sections of the States—now numbering eighteen Communities—with a total of about 4,000 members, and affording a curious, interesting, and instructive feature in social economics.

## FURNITURE.

Furniture and chair-making is in America what cotton manufacturing is in certain districts in England. The factories are upon an immense scale, equalling in size the Oxford Road Twist Mills, Manchester, or, in fact, any of the mills of Manchester or Preston, or Samuel Higginbotham and Sons' cotton mills at Glasgow (Scotland). Instead of employing girls, however, as in the cotton mills of Britain, all are men, mostly, who are employed in the furniture and chair factories in America, and chiefly Germans. In New York and Cincinnati alone, there are six or eight immense establishments in each, in "full blast," and whether it is turning a bed-post, or leg of a chair, carving out some exquisite scroll-work for some drawing-room piece of furniture, planing the rough lumber into the smooth table-top, or any of the other numerous matters connected with producing furniture, fit for either kitchen, bed-room, parlor or drawing-room—the saw, plane, turning lath, and mor ticing machine does all; consequently there is not the number of hands employed which one would expect to find in one of these large mills. The great wonder is, where all the furniture goes to. Some of these factories turn out nothing but chairs, and whilst you stand looking at their great proportions, out pops a chair, newly put together on the first floor, with rope attached, and finding its way outside by pulleys, to the top floor of the mill, to be there finished off; then another and another follow in quick succession. We do not think that any people in the world beat the Americans in the rich and handsome furniture they have in their houses. Mahogany is an every-day material in the better class of houses. The very doors in their lobbies and out side doors are characterized by great massiveness of expensive wood, with great expense bestowed upon carving the same, giving their door-way (with outer door open and inner one shut) a most palatial appearance with the handles, bell-pull, and name plate all silver gilt. Wild cherry and black walnut wood are generally used, although we have seen very little use made of the "black birch," (although an American wood,) so much used in Great Britain.

In connection with furniture making, we have noticed at several cities a new style of furniture, made exclusively for schools. The youngest to the oldest scholar sits in a seat—in some cases, by himself, or along with another—with a handsome little desk before him. All are fixed to the floor, so that all are obliged to keep their seats in their proper places, and there is no shaking of desks when writing, etc. We saw a school in operation, so fitted up, and could not help thinking it was a very great improvement on the old-fashioned system of forms and long desks. Places for holding books, pens, ink, etc., are fixed to the desks. Such furniture making is carried on as a separate business in several of the cities in the United States, and amongst others, at Buffalo, State of New York, by Messrs. Chase & Son, who have established an agency for its sale in Glasgow, where samples may be seen in the warehouse of Messrs. Wylie & Lochead, Buchanan St.

# EXEMPTION LAWS OF THE UNITED STATES,

SHOWING what description of property is exempt from attachment and execution for debt throughout the different States, and the law, as applicable in each one.

## ALABAMA.

The homestead law exempts from execution real estate, not to exceed 40 acres, or in value $400, if reserved for the use of the family, and not situate within the limits of any corporate town or city.

## ARKANSAS.

For all debts contracted since December 8th, 1852, 160 acres of land, or one town or city lot, with all improvements, without reference to value, are exempt from sale under execution. A widow is entitled, as dower, to one-third of the personal property on hand at the death of her husband, absolutely as against creditors; also to one-third of the real estate and slaves, and if no children, to one-half of both real and personal property, except choses in action.

## CALIFORNIA.

The law exempts from forced sale or execution, or any other final process from a court, for any debt or liability contracted or incurred after the 1st day of June, 1851; or if contracted or incurred at any time, in any other place than in this State, the homestead, consisting of a quantity of land, together with the dwelling-house thereon and its appurtenances, and not exceeding in value the sum of $5,000, to be selected by the owners thereof.

This exemption does not extend to mechanics' or vendors' liens, or to any mortgage lawfully obtained.

## CONNECTICUT.

Certain personal property is exempt from execution.

## DELAWARE.

Certain household goods of free white citizens are exempt from attachment or execution; also the library, tools and implements of the debtor necessary for carrying on his profession or trade, to the value of $50. It is provided, however, that all the articles exempted shall not exceed $100 in value.

## DISTRICT OF COLUMBIA.

There is no homestead exemption.

## FLORIDA.

Every actual housekeeper with a family may claim as exempt such portion of his property as may be necessary for the support of himself and family, to the value of $100, waiving all right to all other exemptions. The defendant must make and sign a fair and full statement of all his property, verified by affidavit, which must accompany the return of the process.

A farmer owning 40 acres of land, of which he cultivates 10, can hold the same exempt, provided the property does not exceed $200 in value. Every owner of a dwelling-house in a city, town or village, provided he actually resides in the house, and that it does not exceed $300 in value, may hold it free from execution, attachment, or distress.

## GEORGIA.

The law exempts from execution, for every white citizen of the State, being head of a family, 50 acres of land, which, including dwelling-house and improvements, must not exceed in value $200; also, 5 acres additional for every child under 15 years of age. If in city or town, lot not to exceed $200 in value.

The statute of this State provides, that the security on a note, or the endorser, can give notice to sue, and unless the suit is brought in three months after maturity, be released.

Merchants selling goods to persons in Georgia, should require notes in every instance, for open accounts bear no interest.

## INDIANA.

Every debtor is entitled to 300 dollars' worth of personal or real property exempt from execution, except for labourers' and mechanics' liens.

Estates of dower are abolished, and in lieu thereof, the widow takes one-third of the real estate in fee simple, *in defiance of creditors* and the husband's will, unless the value of the real estate be more than $10,000; if more, then a less proportion. This is a bad provision, and endangers the collection of debts, in case of the death of the debtor.

The widow is entitled to 300 dollars' worth of personal property, as against creditors, etc.

Property taken in execution cannot be sold for less than two-thirds its appraised value, where the judgment was obtained upon an open account, or upon paper, unless the paper contained the clause, to wit: "Without any relief whatever from valuation or appraisement laws," which should always be inserted.

The debtor cannot waive the exemption or stay laws in a binding form.

On negotiable paper, (being bills of exchange and notes payable at a *chartered bank*,) protested for non-payment, all parties thereto are jointly liable to suit. The notary should add to his protest a certificate that *notices* of protest were duly sent to the several parties—naming them—which is, under the statute, all the proof thereof required.

## ILLINOIS.

The law exempts from levy and forced sale, under any process or order from any court in the State, the lot of ground and the buildings thereon, occupied as a residence, and owned by the debtor, being a householder, and having a family, to the value of $1,000. Such exemption shall continue after the death of such householder, for the benefit of the widow and family, some one or more of them continuing to occupy such homestead until the youngest child shall become 21 years of age, and until the death of such widow; and no release or waiver of such exemption shall be valid, unless the same shall be in writing, subscribed by such householder, and acknowledged in the same manner as conveyances of real estate.

## IOWA.

The law exempts from judicial sale out of the property of residents, or of any person coming to this State with the intention of remaining, the customary articles necessary to the living of the family, including provisions and fuel for six months' use; also the earnings of the debtor for his personal services, or those of his family for ninety days; and as a homestead, any quantity of land not exceeding 40 acres, used for agricultural purposes, the dwelling thereon and appurtenances, or instead thereof, a lot not exceeding one-half of an acre, being within a recorded town-lot, city, or village, the dwelling-house thereon, and the appurtenances, owned and occupied by any resident of the State, provided that such exempted homestead or town-lot, and dwelling-house thereon, shall in no case exceed in value $500. This exemption is not to affect any labourers' or mechanics' lien, or mortgage, lawfully obtained, which shall expressly stipulate that the homestead is liable. A mortgage or conveyance of the homestead is void unless joined by both husband and wife. The exemption descends to the surviving head of the family, or to their issue. The debtor must select his own homestead, and have it marked out, plotted, and recorded in the homestead book; or the officer having an execution must have it done, and add the expenses to the writ.

## KENTUCKY.

About $100 worth of household and kitchen furniture is exempt from attachment and execution.

## LOUISIANA.

By the Act of 1850, widows and minor children were allowed $1,000 out of the decedent's estate, if left in necessitous circumstances.

No homestead exemption laws in this State.

## MAINE.

A few articles of household furniture, tools, pro-

visions, etc., are not liable to be taken on attachment or execution; also, any one may have real estate to the value of $500 exempted, provided he shall file in the registry of deeds, in the county where it is situate, a certificate for that purpose, he being a householder in actual possession thereof.

### MARYLAND.

The Constitution directs the Legislature to pass laws exempting from judicial sales property not exceeding $500, but no Legislature has yet acted upon the subject.

### MISSISSIPPI.

The law exempts furniture, etc., of a head of a family, to the value of $500, the agricultural implements of a farmer, the tools of a mechanic, the library of an attorney, physician, or minister, to the value of $250; also, to the head of a family 160 acres of land, with the dwelling and improvements theron; or, if in a town or city, the residence, not exceeding in value $1,500.

Widows are entitled to the same amount of property out of the deceased husband's estate that is exempt from sale under an execution against an insolvent debtor, which is $500 worth of household and kitchen furniture, etc., and have as her dower one-third interest in all the lands of which her husband died seized and possessed.

### MASSACHUSETTS.

The homestead of a debtor to the value of $800, wearing apparel, certain articles of household furniture, in value say from $100 to $150; provisions, $50; the stock, tools, etc., of a mechanic or handicraftsman, $200; books, $50; 1 cow, 6 sheep, 1 swine, 2 tons of hay, fuel $10.

### MICHIGAN.

Household goods, furniture, etc., not exceeding in value $250; tools, stock, etc., to enable any one to carry on his occupation or business, not exceeding $250 in value; library not exceeding $150 in value, and other minor articles usually enumerated, are exempt from sale on execution; and the debtor cannot waive such exemption.

The statute also exempts to householders a homestead consisting of any quantity of land not exceeding forty acres, and the dwelling-house thereon, and its appurtenances, to be selected by the owner thereof, and not included in any recorded town-plot, or city, or village; or, instead thereof, at the option of the owner, a quantity of land not exceeding in amount one lot, being within a recorded town-plot, or city, or village, and the dwelling-house thereon and its appurtenances, owned and occupied by any resident of this State, (not exceeding in value $1500, by the Constitution of 1851.)

Said homestead is exempt during the minority of his children, and the occupation of his widow.

Any person owning and occupying any house on land not his own, and claiming such house as his homestead, shall be entitled to the exemption.

### MISSOURI.

The law exempts the usual articles of domestic use, and also property, real or personal, not exceeding in value $150, chosen by the debtor, if he is the head of a family, with the usual bedding, and other necessary household and kitchen furniture, not exceeding $25 in value; lawyers, physicians, and ministers may select books necessary to their profession in place of other property, at their option, and physicians also may select their medicines. The husband's property is exempt from all liabilities contracted by the wife before marriage.

### NEW YORK.

In addition to the household articles usually enumerated as exempt from sale under execution, and the tools of any mechanic, not exceeding $25, there is exempted to the value of $150, other furniture, tools, or team; also, the lot and buildings thereon to the value of $1000, the same being occupied as a residence, and owned by the debtor, he being a householder, and having a family. Such exemption to be continued after the death of said householder, for the benefit of his widow and children, some or one of them continuing to occupy such homestead until the youngest child becomes 21 years of age, and until the death of the widow. And no release or waiver of such exemption shall be valid unless the same shall be in writing, subscribed by such householder, and acknowledged in the same manner as conveyances of real estate are by law required to be acknowledged.

To entitle any property to such exemption, the conveyance of the same shall show that it is designed to be held as a homestead under this act, or if already purchased, or the conveyance does not show such design, a notice that the same is designed to be so held shall be executed and acknowledged by the person owning the said property, which shall contain a full description thereof, and shall be recorded in the office of the clerk of the county in which the said property is situate, in a book to be provided for that purpose, and known as the "Homestead Exemption Book." But no property shall, by virtue of this act, be exempt from sale for non-payment of taxes or assessments, or for a debt contracted for the purchase thereof, or prior to the recording of the aforesaid deed or notice.

### NEW HAMPSHIRE.

There is a homestead exemption law in the value of $500, which descends to the widow or minor children, and a mechanics' lien law.

There is no waiver of right to the exemption except by deed.

### NEW JERSEY.

Personal property to the value of $200, the property of a resident head of a family is exempt from sale, appraised, under oath, by three persons appointed by the sheriff; under certain stringent statutory provisions, the lot and buildings thereon occupied as a residence and owned by the debtor, being a householder and having a family, to the value of $1000; such exemption shall continue after the death of such householder, for the benefit of the widow and family, some or one of them continuing to occupy such homestead until the youngest child shall become 21 years of age, and until the death of the widow; and no release or waiver of such exemption shall be valid.

The act provides for the sale or division of the homestead on execution, when its value exceeds $1000.

The widow or administrator of a deceased person may claim the same exemption of personal property to the amount of $200, as against the creditors.

### NORTH CAROLINA.

In addition to the wearing apparel, etc., exempted, there is also exempt from seizure the following property, provided the same shall have been set apart before seizure, to wit.: 1 cow and calf, 10 bushels of corn or wheat, 50 pounds of bacon, beef, or pork, or 1 barrel of fish; all necessary farming tools for 1 labourer, 1 bed, bedstead and covering, for every 2 members of the family, or such other property as the freeholders appointed for that purpose may deem necessary for the comfort and support of such debtor's family; such other property not to exceed in value $50 at cash valuation.

### OHIO.

The family homestead of every head of a family not exceeding in value $500, is exempt so long as the debtor, the widow, or the unmarried minor child shall reside thereon, although the title to the land shall be in another. In case there is no family homestead, $300 additional personal property to be selected by appraisers is allowed to the head of a family.

The earnings of the debtor for his personal services at any time within 3 months next preceding, cannot be applied by law towards the satisfaction of a judgment, if necessary for the use of a family supported wholly or partly by his labour.

### PENNSYLVANIA.

The law exempts from execution property, either real or personal, to the value of $300, if claimed by the debtor, exclusive of all wearing apparel, bibles, and school books in the use of the family. This privilege may be waived by the debtor in the body of a note or in a confession of judgment.

The widow or children of any decedent may retain

the same additional amount from the estate for her or their use.

### TENNESSEE.

The usual simple articles of household furniture, farming utensils, and mechanics' tools, etc.

Also the homestead of every head of a family, to the value of $500, provided he has had a declaration and due notice of such intention signed, sealed, and witnessed, and duly registered in the office of the Register of the County, and permanently resides on the homestead. The widow of a housekeeper, and the children during their minority, are entitled to all the benefits of the exemption.

### TEXAS.

The law exempts from sale on execution, and entitles the widow of decedent to 200 acres of land, or any town or city lot, or lots, not to exceed in value $2000, as the homestead of a family, household and kitchen furniture, not to exceed in value $200. All implements of husbandry, etc., etc. By a recent decision of the Supreme Court, an unmarried man is entitled to the same exemption, except the 200 acres of land. He may retain a town lot and improvements to the value of $500.

### VERMONT.

The Homestead Exemption Law is for the value of $500. Mechanics have a lien.

### VIRGINIA.

In the case of a husband or parent, a few household articles of furniture and provisions; and in case of a mechanic, the tools and utensils of his trade, not to exceed $25 in value. Family portraits and engravings are expressly exempted from distress or levy. Slaves, also, without the debtor's consent, where there are other goods and chattels of such debtor sufficient for the purpose.

### WISCONSIN.

The law exempts from forced sale a homestead consisting of any quantity of land, not exceeding 40 acres, used for agricultural purposes, and the dwelling-house, and its appurtenances thereon, to be selected by the owner thereof, and not included in any town-plot, or city, or village; or instead thereof, at the option of the owner, a lot of land not exceeding one-quarter of an acre, being within a recorded town-plot, or city, or village, and the dwelling-house thereon, and its appurtenances. This exemption does not affect any labourer's or mechanic's lien.

The law also exempts the dwelling-house owned by any person and situate on land not his own, but which land he is rightfully in possession of by lease or otherwise, provided he claims such house as his homestead.

Owners of homesteads may remove from and sell the same, and such removal or sale shall not render the homestead subject to forced sale on execution hereafter issued in the State or United States Courts against the owner, except in judgment for foreclosure of mortgages. The homestead to descend to the widow, who shall hold it during widowhood.

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## COMPARATIVE TIME INDICATOR,

*Showing the Time at the Principal Cities of the United States and Canada, compared with Noon at Washington, New York and Montreal.*

There is no standard railroad time in America as in Great Britain. Each railroad company adopts the time of its own locality.

Travellers are apt to experience considerable annoyance in consequence of such difference. The only way is to observe what difference there is between the time in each particular place, and arrange accordingly.

For difference of time between Washington and the chief cities in the United States and Canada, see Time Indicator on following page:—

NOON AT NEW YORK.

| At | It will be |
|---|---|
| Augusta, Ga | 11 30 A. M. |
| Baltimore, Md | 11 50 " |
| Boston | 12 12 P. M. |
| Buffalo, N. Y | 11 40 A. M. |
| Charleston, S. C | 11 36 " |
| Chicago, Ill | 11 6 " |
| Cincinnati, O | 11 18 " |
| Cleveland, O | 11 30 " |
| Columbus, O | 11 24 " |
| Detroit, Mich | 11 24 " |
| Indianapolis, Ind | 11 14 " |
| Louisville, Ky | 11 14 " |
| New Orleans, La | 10 54 " |
| Philadelphia | 11 55 " |
| Pittsburg, Pa | 11 35 " |
| Portland, Me | 12 16 " |
| Richmond, Va | 11 46 " |
| St. Louis, Mo | 10 55 " |
| St. Paul, Min | 10 45 " |

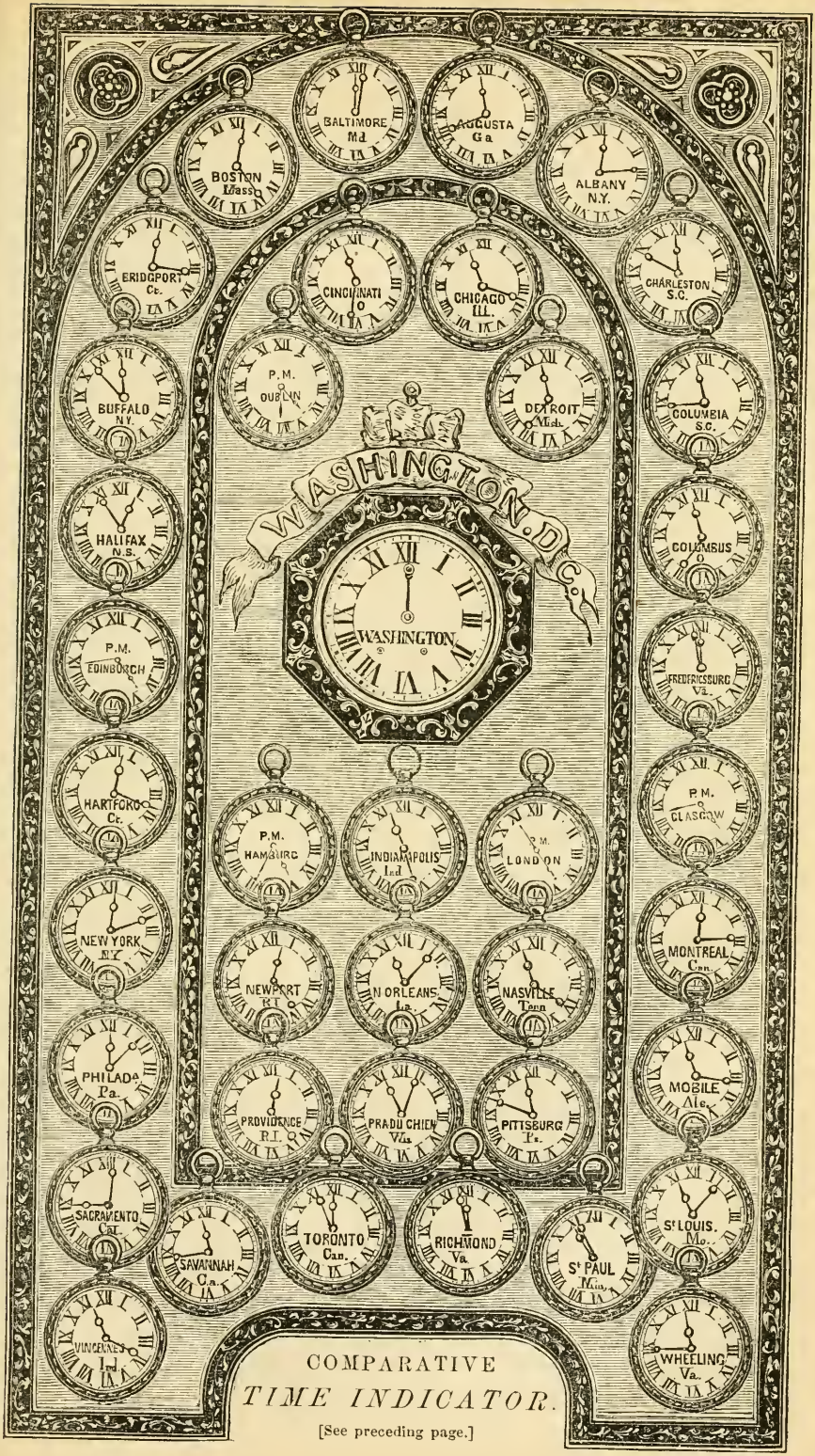
NOON AT MONTREAL.

| At | It will be |
|---|---|
| Boston | 12 12 P. M. |
| Buffalo | 11 40 A. M. |
| Collingwood, C. W | 11 33 " |
| Goderich, C. W | 11 28 " |
| Hamilton, C. W | 11 35 " |
| Kingston, C. W | 11 49 " |
| London, C. W | 11 30 " |
| New York City | 11 58 " |
| Ottawa, C. W | 11 52 " |
| Paris, C. W | 11 37 " |
| Peterborough, C. W | 11 40 " |
| Port Hope, C. W | 11 40 " |
| Portland, Me | 12 14 P. M. |
| Quebec, C. E | 12 10 " |
| Richmond | 12 6 " |
| Sarnia, C. W | 11 25 A. M. |
| St. Thomas, C. E | 12 13 " |
| Three Rivers, C. E | 12 4 P. M. |
| Toronto, C. W | 11 36 " |
| Windsor, C. W | 11 23 A. M. |

## DIFFERENCE OF TIME BETWEEN EUROPE AND AMERICA.

WHEN IT IS NOON AT NEW YORK,

| At | It will be |
|---|---|
| London | 4 55 P. M. |
| Liverpool | 4 44 " |
| Dublin | 4 30 " |
| Edinburgh | 4 43 " |
| Glasgow | 4 44 " |
| Madrid | 4 40 P. M. |
| Rome | 5 46 " |
| Hamburg | 5 35 " |
| Constantinople | 6 51 " |
| Paris | " |




COMPARATIVE

*TIME INDICATOR.*

[See preceding page.]

## BUSINESS—PAST, PRESENT, AND FUTURE.

As upon the commercial position of affairs generally depends the progress of the country, and happiness and comfort of the people, we purpose noticing here, briefly, the leading characteristics of the business done in the United States and Canada during the year 1857, comparing its disasters with those of 1858, and ascertain something, if possible, of the future.

From statistics published, we find that in 1857, throughout the entire United States, there were 4,932 failures, involving an amount of liabilities of $291,750,000, (or about £58,350,000 stg.,) against which we find that in 1858 there were 4,225 failures, with liabilities of $95,749,662 (or about £19,149,932 stg.). This shows a difference of £39,210,-068 stg., between the amount failed for in 1857 and that in 1858, but in reality nearly the whole of the amounts of both years' failures are connected with the trade of 1857, and that which was done previous to the panic which set in in October that year—the effects of which were carried into, and throughout the most part of the year 1858—thus showing a grand total of $387,499,662, or within a trifle of *seventy-seven millions and a half of pounds sterling* of liabilities.

The only natural conclusion is, as we have stated, that this large amount of money, has accrued nearly entirely from the panic, as it is well-known that the bona-fide trade done during the year 1858, has been characterized by the greatest caution, and there has been no business done of a speculative kind.

As one of the pleasing features connected with the panic of 1857, is the undoubted fact, of an immense amount of debts due by parties with whom compromises were made, and to others, again, to whom time was granted during the pressure—having paid up in full—and even now, houses are to be found anticipating the time in paying up their dividends, and paying in full. Independent of large concerns, we believe that amongst the smaller class of tradesmen the honourable and independent spirit of paying up every cent for the dollar past due, has been largely carried out, and speaks well for the confidence which is mutually exchanged between parties, which, after all, is more valuable in commercial communities, than bank bills.

Eighteen hundred and fifty-eight, then, may be said to have seen the end of the great commercial disasters, which broke out first in Cincinnati in September, 1857, (in the failure of the Ohio Life and Trust Company,) and which has extended to very nearly every corner of the earth. No doubt but that in some districts, particularly in the large cities of the Northern and Western States, a large amount of old outstanding debts are yet to collect, where possible; but people now know the extent of the mischief which has been done, and are regulating accordingly. The trade of the past year, 1858, has, therefore, been the commencement of another new era in commercial affairs, and which will, no doubt, for some time at least, exhibit more caution than was shown for some years previous to the panic.

That the country is already exhibiting signs of reviving health and strength in its manufacturing, agricultural and commercial departments is, undoubtedly, a cheering fact, despite those complaints which now and then appear on the surface, when balancing the books of some of the public companies, or fast young cities in the west—rising, like the excrescences, from an unhealthy body, to get cured, and thereby leaving the great parent-system sounder and healthier than before.

In some of the manufacturing concerns of New England, two to three months' orders are in hand for goods at present rates, and more orders refused, excepting at the market prices, when the goods are ready for delivery.

In commercial circles, wholesale men are looking forward to doing a moderately large and safe trade throughout the year, as, from the manner in which all classes of store-keepers have been running down their stocks for the last fifteen months, their shelves are comparatively bare of goods, so that an ordinary supply must be had; and judging from the

indications which the spring trade already gives, there is every reason for encouragement for the future.

The emigration from Europe during 1858, has fallen off very considerably compared with previous years, no doubt owing to the general stagnation of affairs, together with the inducements hitherto held out for emigrating to the Australian colonies; but as the policy of emigrating even there at present, is questionable, we have no doubt but that in the natural course of events the United States and Canada will be enjoying as large a share of European emigration as ever they have done, as, what with the banks full of idle capital, the recuperative powers of the country, the character of the people, and the favourable commercial prospects for the future, every thing bids fair to see an early revival of the time when things will be going "ahead," as usual, in "full blast."

We invite attention to the very valuable table of statistics, drawn up by Messrs. B. Douglass & Co., of the Mercantile Agency, given elsewhere, in which will be found some interesting particulars in connection with the failures of 1857 and 1858. From it we extract the following statistics, respecting the failures in Canada:—

CANADA. TOTAL NUMBER OF FAILURES FROM 1ST OF JANUARY TO 25TH DECEMBER.

| | *Number of Failures.* | | *Total Liabilities.* | *Total Liabilities.* |
|---|---|---|---|---|
| | 1857. | 1858. | 1857. | 1858. |
| In Toronto, C. W..... | 25 | 16 | $2,714,000. [£542,800] | $383,376. [£76,675] |
| Remainder of Canada West....109 | | 211 | 2,172,000. [£434,400] | 1,305,879. [£261,175] |
| In Montreal, C. E..... | 15 | 40 | Increase of failures in Canada West in 1858. | 93 |
| Remainder of Canada East..... | 15 | 22 | Increase in Canada East in 1858..... | 32 |

From the above it will be seen that business has been more healthy in Toronto in 1858 than in 1857, there being a decrease there of 9 failures during the 12 months just ended. Whilst throughout the other portions of Canada West, there has been an increase of 109 failures, during the same period. This may be accounted for from the fact of many of the failures in Toronto during the panic of the last 3 months of 1857 having occurred before their effects reached the country towns in the province of Canada West.

In Montreal again the case is reversed, there having been 25 more failures in 1858 than there were there in 1857, owing probably to the same cause as already alluded to—that the failures, during the panic of 1857–8, were not announced in Montreal until after 1858 came in, and thus have been included in the returns for 1858. In the remainder of the province of Canada East, the number of failures, announced as being 22 in number for 1858, also shows an increase of 7 over the previous year (1857).

Although these facts show, in 1858, an increase of failures in Canada West to the extent of sixty-two per cent., and in Canada East of one hundred per cent. over those of 1857, it must be borne in mind that such increase is to be entirely attributed to the effects of the great panic which set in, in October, 1857—and that that increase more properly belongs to the trade of 1857 than that of 1858, as the trade of 1858 has been characterized by extreme caution—and what has been done, has been done safely—to a very great extent. During that time the fraudulent and weak in business have been pretty well weeded out—and had the last wheat crop not proved to a very large extent a failure, things would have been much better throughout Canada for the last six months than they were. Business matters are now, however, upon a sound footing—the principal thing requred being good crops for the next few years in Canada—and more particularly if the crops prove short in Great Britain and Ireland—this, together with an addition to the capital of the country, is what is wanted to render things in Canada as lively and prosperous as ever they were.

## FAILURES IN AMERICA IN 1857 AND 1858.

The following tables of Statistics regarding the number of failures which have occurred in the United States and Canada, have been compiled by Messrs. B. Douglass & Co., of the Mercantile Agency, New York, from the immense mass of information, which the magnitude of their establishment and business relations has placed them in possession of.

Apart from the facts with which they are pregnant, they will form, in all time coming, interesting memento of a most eventful commercial epoch.

STATISTICS AS TO FAILURES FROM DEC. 25, 1857, TO DEC. 25, 1858.

| *Localities.* | *Number of failures in 1857.* | *Number of failures in 1858.* | *Av. liabilities of each failure in 1857 (exclusive of fractions).* | *Av. of liabilities of each failure in 1858.* | *Total amount of liabilities in 1857.* | *Total amount of liabilities in 1858.* |
|---|---|---|---|---|---|---|
| | No. | No. | Dols. | Dols. | Dols. | Dols. |
| NEW YORK— | | | | | | |
| N. Y. City (incl. Brooklyn and W'msburg.). | 915 | 406 | 147,682 | 43,777 | 135,129,000 | 17,773,462 |
| Albany | 35 | 22 | 23,943 | 15,714 | 838,000 | 345,708 |
| Buffalo | 72 | 36 | 58,667 | 16,665 | 4,224,000 | 599,940 |
| Oswego | 13 | 8 | 12,385 | 9,200 | 161,000 | 73,600 |
| Rochester | 31 | 15 | 27,419 | 23,000 | 850,000 | 345,000 |
| Syracuse | 29 | 19 | 15,034 | 21,500 | 436,000 | 408,500 |
| Troy | 24 | 10 | 66,958 | 27,857 | 1,607,000 | 278,570 |
| Utica | 20 | 10 | 29,250 | 21,222 | 585,000 | 212,220 |
| Balance of State | 447 | 340 | 15,188 | 12,693 | 6,789,000 | 4,315,620 |
| PENNSYLVANIA— | | | | | | |
| Philadelphia | 280 | 109 | 117,693 | 91,765 | 32,954,000 | 10,002,385 |
| Pittsburg | 28 | 22 | 42,250 | 27,761 | 1,183,000 | 610,742 |
| Balance of State | 226 | 232 | 10,102 | 20,033 | 2,283,000 | 4,647,656 |
| OHIO— | | | | | | |
| Cincinnati | 96 | 51 | 40,603 | 26,382 | 3,898,000 | 1,345,533 |
| Cleveland | 30 | 17 | 20,433 | 15,000 | 613,000 | 255,000 |
| Balance of State | 220 | 214 | 10,714 | 7,817 | 2,357,000 | 1,672,338 |
| INDIANA | 139 | 127 | 11,769 | 9,092 | 1,636,000 | 1,154,684 |
| MICHIGAN— | | | | | | |
| Detroit | 34 | 27 | 44,530 | 38,812 | 1,514,000 | 1,047,924 |
| Balance of State | 98 | 120 | 10,246 | 14,429 | 1,004,000 | 1,731,480 |
| ILLINOIS— | | | | | | |
| Chicago | 117 | 87 | 56,171 | 41,272 | 6,572,000 | 3,590,664 |
| Balance of State | 199 | 305 | 13,900 | 16,322 | 2,766,000 | 4,978,210 |
| IOWA— | | | | | | |
| Dubuque | 36 | 26 | 20,417 | 31,733 | 735,000 | 825,058 |
| Balance of State | 108 | 94 | 12,342 | 23,363 | 1,333,000 | 2,196,122 |
| WISCONSIN— | | | | | | |
| Milwaukee | 19 | 21 | 20,000 | 14,975 | 380,000 | 314,475 |
| Balance of State | 101 | 137 | 12,316 | 17,779 | 1,244,000 | 2,435,723 |
| MINNESOTA AND TERRITORIES | 63 | 90 | 27,063 | 15,176 | 1,705,000 | 1,365,840 |
| DELAWARE AND DISTRICT OF COLUMBIA | 20 | 46 | 13,050 | 6,025 | 261,000 | 277,150 |
| MASSACHUSETTS— | | | | | | |
| Boston | 253 | 123 | 162,095 | 33,975 | 41,010,000 | 4,178,925 |
| Balance of State | 230 | 128 | 11,352 | 15,139 | 2,611,000 | 1,937,792 |
| RHODE ISLAND— | | | | | | |
| Providence | 35 | 17 | 136,400 | 22,000 | 4,564,000 | 374,000 |
| Balance of State | 4 | 13 | 26,250 | 21,071 | 105,000 | 273,923 |
| CONNECTICUT | 61 | 89 | 18,508 | 24,870 | 1,129,000 | 2,213,430 |
| MAINE | 81 | 61 | 13,087 | 10,591 | 1,060,000 | 646,051 |
| NEW HAMPSHIRE | 70 | 37 | 13,257 | 10,896 | 928,000 | 403,152 |
| VERMONT | 57 | 40 | 8,299 | 6,968 | 473,000 | 278,720 |
| NEW JERSEY | 86 | 60 | 13,279 | 12,930 | 1,142,000 | 775,800 |
| LOUISIANA— | | | | | | |
| New Orleans | 58 | 45 | 108,362 | 77,000 | 6,285,000 | 3,465,000 |
| Balance of State | 5 | 13 | 49,200 | 26,300 | 246,000 | 341,900 |
| MISSOURI— | | | | | | |
| St. Louis | 49 | 22 | 112,694 | 35,590 | 5,522,000 | 782,980 |
| Balance of State | 29 | 29 | 14,931 | 21,000 | 433,000 | 609,000 |
| MARYLAND— | | | | | | |
| Baltimore | 58 | 76 | 55,275 | 32,140 | 3,206,000 | 2,442,640 |
| Balance of State | 41 | 92 | 17,683 | 5,663 | 725,000 | 520,996 |

STATISTICS AS TO FAILURES FROM DEC. 25, 1857, TO DEC. 25, 1858.

[*Continued.*]

| *Localities.* | *Number of failures in 1857.* | *Number of failures in 1858.* | *Av. liabilities of each failure in 1857 (exclusive of fractions).* | *Av. of liabilities of each failure in 1858.* | *Total amount of liabilities in 1857.* | *Total amount of liabilities in 1858.* |
|---|---|---|---|---|---|---|
| KENTUCKY— | | | | | | |
| Louisville | 19 | 18 | 39,842 | 30,859 | 757,000 | 555,462 |
| Balance of State | 31 | 62 | 32,484 | 11,000 | 1,007,000 | 682,000 |
| VIRGINIA— | | | | | | |
| Richmond | 30 | 25 | 26,033 | 19,965 | 781,000 | 499,125 |
| Balance of State | 90 | 244 | 10,911 | 8,950 | 982,000 | 2,183,800 |
| GEORGIA | 32 | 71 | 28,906 | 19,933 | 925,000 | 1,415,243 |
| ARKANSAS | 7 | 17 | 44,143 | 43,500 | 309,000 | 739,500 |
| ALABAMA | 16 | 48 | 18,437 | 42,474 | 295,000 | 2,038,752 |
| MISSISSIPPI | 11 | 36 | 40,455 | 29,250 | 445,000 | 1,053,000 |
| TENNESSEE | 40 | 103 | 17,800 | 15,505 | 712,000 | 1,597,015 |
| TEXAS | 15 | 28 | 26,200 | 16,694 | 393,000 | 467,432 |
| NORTH CAROLINA | 62 | 90 | 18,887 | 16,660 | 1,171,000 | 1,499,400 |
| SOUTH CAROLINA— | | | | | | |
| Charleston | 31 | 20 | 29,742 | 28,909 | 922,000 | 578,180 |
| Balance of State | 24 | 21 | 12,708 | 11,900 | 305,000 | 249,900 |
| FLORIDA | 7 | 6 | 35,715 | 23,740 | 250,000 | 142,440 |
| Total United States | 4932 | 4225 | ..... | ..... | 291,750,000 | 95,749,662 |
| CANADA WEST— | | | | | | |
| Toronto | 25 | 16 | 108,560 | 23,961 | 2,714,000 | 383,376 |
| Balance Canada West | 109 | 211 | 19,926 | 6,189 | 2,172,000 | 1,305,879 |
| CANADA EAST— | | | | | | |
| Montreal | 15 | 40 | 34,866 | 27,751 | 523,000 | 1,110,040 |
| Balance Canada East | 15 | 22 | 84,466 | 28,035 | 1,267,000 | 616,770 |
| NOVA SCOTIA AND NEW BRUSNWICK | 22 | 23 | 62,500 | 44,428 | 1,375,000 | 1,021,844 |
| Total United States and British Provinces | 5118 | 4537 | .. | .. | 299,801,000 | 100,187,571 |

STATES IN WHICH FAILURES INCREASED IN 1858.

| | |
|---|---|
| Michigan | 15 |
| Illinois | 76 |
| Wisconsin | 38 |
| Minnesota and Territories | 27 |
| Delaware and District of Columbia | 26 |
| Connecticut | 28 |
| Maryland | 69 |
| Kentucky | 30 |
| Virginia | 149 |
| Georgia | 39 |
| Arkansas | 10 |
| Alabama | 32 |
| Mississippi | 25 |
| Tennessee | 63 |
| Texas | 13 |
| North Carolina | 28 |
| Canada West | 93 |
| Canada East | 32 |
| Nova Scotia and New Brunswick | 1 |

STATES IN WHICH FAILURES DECREASED IN 1858.

| | |
|---|---|
| New York City and State | 720 |
| Pennsylvania | 171 |
| Ohio | 64 |
| Indiana | 12 |
| Iowa | 24 |
| Massachusetts | 232 |
| Rhode island | 9 |
| Maine | 20 |
| New Hampshire | 33 |
| Vermont | 17 |
| New Jersey | 26 |
| Louisiana | 5 |
| Missouri | 27 |
| South Carolina | 14 |
| Florida | 1 |

## DISTANCES AND FARES FROM NEW YORK.

In the following tables will be found the fares and distances—as near as can be ascertained—from New York to the principal cities and towns, more particularly in the north and north-west districts.

The fares given, are first class, as well as emigrant fares per railroad all the way; also, per railroad and steamboats, where the latter run.

Although the fares from New York to the north and west, are *professedly* the same, by all the different routes, yet the railroad companies object to publish emigrant fares, which renders a compilation of such more than usually difficult. The fares as stated, however, we believe will be found correct, or any difference there may be, will be trifling. The *summer* fares are lower than those now stated.

To the north and west, the following are the great leading routes:—

The New York and Erie Railroad.—(Station, West street, foot of Duane street,) extending to Buffalo and Dunkirk.

The Hudson River Railroad.—(Station, corner of Warren street and College Place,) or Line of Steamers to Albany—thence the New York Central Railroad, and others, from there.

The Pennsylvania Central Railroad, by way of Philadelphia and Pittsburg, one of the best made lines in the country, and through a beautiful district, now connected right through to Chicago.

The Baltimore and Ohio Railroad, through the far-famed scenery of the Alleghany Mountains, and one of the finest routes which can be taken by tourists.

Parties at a loss for amount of fares to any given point, may calculate at the rate of 3 cents per mile first class, and one cent a mile for emigrant class.

Strangers will observe that the fares are stated in ($) dollars, and (cts.) cents. For every dollar count 4*s.* 2*d.* stg., and for every cent, one-halfpenny stg., which will give travellers from Europe an idea of the fares in British money.

The fares in the second emigrant column, do not include meals on board the steamers on the Ohio, Missouri, and Mississippi rivers.

Emigrants proceeding from New York, are booked at Castle Garden, or at the office 252 Canal street, near Washington street.

| NAME OF PLACE. | STATE. | Dist. from N. York. Railroad. | First class Fares per Railroad. | EMIGRANT FARES. | |
|---|---|---|---|---|---|
| | | | | Per Railroad. | Railroad & Stmer. |
| | | Miles. | $ cts. | $ cts. | $ cts. |
| Auburn | New York. | 310 | 6 48 | | |
| Aurora | Illinois. | 951 | 25 35 | 11 00 | 9 50 |
| Alton | " | 1053 | 30 25 | 13 50 | 12 00 |
| Albany | New York. | 144 | 3 00 | 1 50 | |
| Ann Arbour | Michigan. | 715 | 17 10 | 9 00 | 7 00 |
| Atchison | Kansas Territory. | 1605 | 44 00 | 20 00 | 19 00 |
| Batavia | New York. | 405 | 8 25 | 5 00 | |
| Burlington | Vermont. | 305 | 7 50 | 5 00 | |
| Booneville | Missouri | 1305 | 39 00 | | |
| Baltimore | Maryland. | 188 | 9 00 | 5 00 | |
| Boston | Massachusetts. | 342 | 8 00 | 5 00 | 2 50 |
| Brunswick | Missouri. | 1372 | 41 00 | | |
| Belloit | Wisconsin. | 1071 | 26 35 | 12 50 | 11 00 |
| Bellefontaine | Ohio. | 690 | 18 15 | 8 50 | 7 50 |
| Burlington | Iowa. | 1148 | 30 00 | 14 00 | 12 50 |
| Bloomington | Illinois. | 1036 | 27 00 | 12 50 | 11 00 |
| Buffalo | New York. | 442 | 9 00 | 5 00 | |
| Brockville | Canada West. | 478 | 10 90 | 6 50 | |
| Cincinnati | Ohio. | 755 | 21 00 | 10 00 | 9 00 |
| Camden | Missouri. | 1461 | 41 00 | | |
| Chariton | Iowa. | 1260 | 38 10 | | |
| Cayuga | New York. | 329 | 6 70 | 4 00 | |
| Crestline | Ohio. | 630 | 16 25 | 7 75 | 6 75 |
| Collingwood | Canada West | 623 | 14 32 | 8 25 | 7 50 |
| Chatham | " | 630 | 14 50 | 7 50 | |
| Cobourg | " | 606 | 13 82 | 6 00 | |

*Continuation of the preceding page.*

| NAME OF PLACE. | STATE. | Dist. from N. York. Railroad. | First class Fares per Railroad. | EMIGRANT FARES. Per Railroad. | Railroad & Stea'er |
|---|---|---|---|---|---|
| | | Miles. | $ cts. | $ cts. | $ cts. |
| Copetown | Canada West | 502 | 10 65 | 6 25 | |
| Cape Vincent | New York. | 630 | 8 60 | 6 00 | |
| Canandaigua | " | 356 | 7 45 | 4 50 | |
| Cleveland | Ohio. | 583 | 14 00 | 6 50 | 5 50 |
| Columbus | " | 635 | 18 00 | 8 50 | 7 50 |
| Chicago | Illinois. | 908 | 24 00 | 10 00 | 8 50 |
| Cairo | " | 959 | 31 00 | 14 50 | 13 00 |
| Council Bluffs | Iowa. | 1400 | 58 60 | | |
| Dayton | Ohio. | 705 | 19 50 | 9 50 | 8 50 |
| Detroit | Michigan. | 678 | 16 00 | 8 50 | 6 00 |
| Danville | Illinois | 939 | 24 50 | 11 50 | 9 50 |
| Decatur | " | 991 | 26 75 | 10 00 | 8 50 |
| Dunleith | " | 1096 | 29 60 | 15 00 | 13 50 |
| Dixon | " | 1006 | 27 00 | 12 65 | 11 25 |
| Dundas | Canada West | 495 | 10 44 | 6 25 | |
| Dubuque | Iowa | 1142 | 29 85 | 25 00 | 13 50 |
| Davenport | " | 1204 | 28 35 | 13 00 | 11 50 |
| Dunkirk | New York | 459 | 10 10 | 5 00 | |
| Evansville | Indiana. | 995 | 28 50 | 13 50 | 12 50 |
| Erie | Pennsylvania | 497 | 11 50 | 6 00 | |
| Eddyville | Iowa | 1278 | 35 10 | | |
| Fort Wayne | Indiana | 761 | 19 75 | 9 50 | 7 50 |
| Fulton | Illinois | 1044 | 28 00 | 13 75 | 12 25 |
| Fond du Lac | Wisconsin. | 1064 | 29 50 | 15 50 | 14 00 |
| Freeport | Illinois | 1029 | 27 60 | 13 50 | 12 00 |
| Fairfield | Iowa | 1198 | 31 15 | 16 00 | |
| Fort des Moines | " | 1270 | 39 85 | | |
| Flamborough | Canada West | 499 | 10 56 | 6 25 | |
| Geneva | New York | 334 | 7 00 | 4 50 | |
| Galesburg | Illinois. | 1076 | 29 00 | 13 50 | 12 00 |
| Galena | " | 1079 | 29 10 | 14 50 | 13 00 |
| Guelph | Canada West | 520 | 11 40 | 7 00 | |
| Glencoe | " | 596 | 13 47 | 6 50 | |
| Glasgow | Missouri | 1337 | 40 00 | 18 00 | 17 00 |
| Goderich | Canada West | 603 | 13 83 | 8 00 | |
| Grand Rapids | Michigan. | 835 | 20 70 | 10 00 | 8 50 |
| Grand Haven | " | 864 | 21 50 | 10 00 | 8 50 |
| Grimsby | Canada West | 474 | 9 81 | 6 00 | |
| Harrisburg | " | 509 | 10 86 | 6 75 | |
| Horicon | Wisconsin | 1044 | 28 25 | 13 00 | 12 00 |
| Hamilton | Canada West | 490 | 10 50 | 6 25 | |
| Hannibal | Missouri | 1260 | 32 50 | 16 00 | 14 50 |
| Iowa City | Iowa | 1150 | 30 60 | 14 00 | 12 50 |
| Indianapolis | Indiana | 813 | 22 50 | 10 50 | 9 50 |
| Janesville | Wisconsin | 999 | 27 00 | 13 00 | 11 50 |
| Jeffersonville | Indiana | 843 | 24 25 | 12 00 | 11 00 |
| Jefferson City | Missouri | 1198 | 36 00 | 17 00 | 16 00 |
| Kalamazoo | Michigan | 821 | 20 00 | 9 50 | 8 00 |
| Kenosha | Wisconsin | 943 | 25 65 | 12 00 | 9 50 |
| Kansas City | Kansas | 1480 | 41 00 | 20 00 | 19 00 |
| Keokuk | Iowa | 1193 | 32 75 | 17 00 | 15 00 |
| Kingston | Canada West | 370 | 9 10 | | 6 00 |
| Lexington | Kentucky | 854 | 24 35 | 11 00 | 10 00 |
| Logansport | Indiana | 833 | 22 00 | 10 50 | 8 50 |
| Lewiston | New York | 454 | 9 50 | 5 00 | |
| Leavenworth City | Kansas | 1568 | 42 00 | 20 00 | 19 00 |
| Lafayette | Indiana | 860 | 23 00 | 10 75 | 8 75 |
| London | Canada West. | 566 | 12 75 | 7 75 | 10 00 |
| Lasalle | Illinois | 1006 | 26 00 | 11 50 | 15 50 |
| La Crosse | Wisconsin | 1193 | 32 50 | 17 00 | |
| Louisville | Kentucky | 897 | 23 00 | 12 00 | 11 00 |
| Montreal | Canada East | 401 | 11 00 | 6 00 | |
| Mendota | Illinois | 996 | 26 70 | 12 00 | 10 50 |
| Mount Vernon | Ohio. | 765 | 17 40 | 8 50 | 7 50 |
| Mount Vernon | Virginia. | 250 | 10 60 | | |
| Mansfield | Ohio. | 729 | 16 25 | 8 00 | |
| Michigan City | Indiana | 906 | 22 00 | 10 00 | 8 50 |
| Macomb | Illinois | 1115 | 21 50 | 14 00 | 12 50 |
| Memphis, via St. Louis | Tennessee. | 1480 | 40 00 | 15 00 | 13 00 |
| " via Cairo | " | 1211 | 37 00 | | 13 00 |
| Milwaukee | Wisconsin | 993 | 26 50 | 12 50 | 9 50 |
| Madison | " | 1156 | 28 50 | 13 50 | 12 00 |
| Muscatine | Iowa. | 1134 | 29 90 | 13 75 | 12 75 |
| Newburg | Canada West. | 401 | 9 85 | 7 00 | |
| Naples | Illinois | 1085 | 29 50 | 13 50 | 11 50 |
| Natchez | Mississippi. | 1939 | 51 00 | 15 00 | |
| Napoleon | Arkansas | 1633 | 47 00 | | |
| Newark | New Jersey | 17 | 00 25 | 00 13 | |
| Newark | Ohio. | 622 | 17 25 | 8 65 | |
| New Orleans, via St. Louis | Louisiana. | 2219 | 54 00 | 20 00 | 17 75 |
| " via Cairo | " | 1950 | 51 00 | 15 00 | 13 00 |
| Niagara Falls | New York | 447 | 9 00 | 5 00 | |

*Continuation of preceding page.*

| NAME OF PLACE. | STATE. | Dist. from N. York. Railroad. | First class Fares per Railroad. | EMIGRANT FARES. | |
|---|---|---|---|---|---|
| | | | | Per Railroad. | Railroad & Sten'er |
| | | Miles. | $ cts. | $ cts. | $ cts. |
| Oswego | New York | 277 | 7 00 | 4 50 | |
| Ottawa | Canada West. | 450 | 11 87 | ..... | 7 50 |
| Ogdensburg | New York | 463 | 10 25 | 6 50 | |
| Philadelphia | Pennsylvania | 90 | 3 00 | 0 90 | |
| Peoria | Illinois. | 1069 | 28 00 | 12 50 | 11 00 |
| Peru | Indiana | 840 | 21 50 | 10 25 | 8 25 |
| Piqua | Ohio. | 733 | 20 50 | 9 00 | 8 00 |
| Prairie du Chien | Wisconsin | 1128 | 31 25 | 16 25 | 14 75 |
| Prescott | " | 1456 | 40 50 | 14 00 | 13 00 |
| Preston | Canada West | 502 | 10 86 | 1 00 | 7 00 |
| Prescott | " | 465 | 10 50 | .... | 7 00 |
| Paris | " | 519 | 11 16 | 7 00 | |
| Port Hope | " | 509 | 13 36 | 6 00 | |
| Portland | Maine | 449 | 10 50 | .... | 5 00 |
| Pittsburg | Pennsylvania. | 443 | 13 00 | 7 00 | |
| Providence | Missouri | 1100 | 37 00 | | |
| Portage City | Wisconsin | 1196 | 29 75 | 15 75 | 14 25 |
| Plattsburg | Vermont | 304 | 8 25 | | |
| Quincy | Illinois | 1150 | 32 00 | 15 50 | 14 00 |
| Rouse's Point | New York | 357 | 9 00 | 5 00 | |
| Racine | Wisconsin | 993 | 26 00 | 12 25 | 9 50 |
| Rock Island | Illinois | 1095 | 28 35 | 13 00 | 11 50 |
| Rochester | New York | 363 | 7 60 | 5 00 | |
| Rockford | Illinois | 1000 | 26 75 | 12 50 | |
| Rome | New York | 254 | 5 20 | 3 50 | 2 75 |
| Rutland | Vermont. | 239 | 5 50 | | |
| Red Wing | Minnesota | 1456 | 39 50 | 18 00 | 17 00 |
| Sidney | Iowa | 607 | 50 10 | | |
| Sandusky | Ohio. | 673 | 15 85 | 7 50 | |
| Shelby | " | 650 | 16 00 | 7 75 | 6 00 |
| Springfield | Massachusetts. | 246 | 6 06 | 8 00 | |
| Springfield | Illinois. | 1030 | 28 00 | 12 75 | 11 00 |
| Springfield | Ohio. | 728 | 18 90 | 9 00 | 8 00 |
| Syracuse | New York | 242 | 6 00 | 3 75 | |
| Steubenville | Ohio. | 405 | 15 00 | 8 50 | |
| Suspension Bridge | Niagara. | 447 | 9 00 | 5 00 | |
| St. Louis | Missouri. | 1073 | 31 00 | 14 00 | 12 00 |
| St. Joseph | " | 1589 | 44 00 | 21 00 | |
| St. Paul | Minnesota. | 1399 | 42 00 | 18 25 | 16 75 |
| Saratoga | New York. | 182 | 4 00 | 2 50 | |
| Toronto | Canada West. | 529 | 11 50 | 6 50 | |
| Toledo | Ohio. | 690 | 17 00 | 8 25 | 6 00 |
| Terre Haute | Indiana. | 886 | 24 75 | 11 50 | 10 50 |
| Urbana | Ohio. | 744 | 18 70 | 9 00 | |
| Utica | New York. | 239 | 4 90 | 2 50 | |
| Vincennes | Indiana. | 944 | 26 75 | 12 50 | 11 50 |
| Vicksburg | Mississippi. | 1558 | 49 00 | 15 00 | |
| Watertown | Wisconsin. | 1038 | 28 00 | 14 00 | 12 50 |
| Watertown | New York. | 325 | 7 70 | 4 00 | |
| Whitewater | Wisconsin. | 1043 | 28 25 | 13 00 | 11 50 |
| Winterset | Iowa. | 1300 | 41 60 | | |
| Waukegan | Wisconsin. | 993 | 25 00 | 11 50 | 9 00 |
| Winona | Minnesota. | 1316 | 35 50 | 18 00 | 16 50 |
| Washington | Dist. of Columbia. | 226 | 7 50 | | |
| Windsor | Canada West. | 676 | 15 87 | 8 50 | 6 00 |
| Wheeling | Virginia. | 507 | 15 50 | 8 00 | |
| Weston | Missouri. | 1529 | 42 00 | | |
| Xenia | Ohio. | 685 | 19 50 | 9 25 | 8 25 |
| Zanesville | " | 602 | 16 75 | 9 00 | 8 00 |

# DISTANCES AND FARES FROM QUEBEC.

EXPLANATION OF THE INITIALS IN THE ROUTES.

G. T. R.—Grand Trunk Railway.
O. S. & H. R.—Ontario, Simcoe, and Huron Railway.
G. W. R.—Great Western Railway.
C. & P. R.—Coburg and Peterborough Railway.
P. & O. R.—Prescott and Ottawa Railway.
E. T.—Eastern Townships, Lower Canada.

| Emigrant Fare by Railway. | | PLACES IN CANADA. | Miles from Quebec. | ROUTES. | Emigrant Fare by Steamer and Railway. | |
|---|---|---|---|---|---|---|
| Sterling. | $ cts. | | | | Sterling. | $ cts. |
| 22*s.* | 5 50 | Acton, West | 536 | By G. T. R. from Toronto | 21*s.* | 5 25 |
| 26*s.* | 6 50 | Barrie | 565 | " O. S. and H. R. from Toronto. | 21*s.* | 5 25 |
| 14*s.* | 3 50 | Belleville | 388 | " G. T. R. | 15*s.* | 3 75 |
| 22*s.* | 5 50 | Bondhead | 493 | " " and Steamer | 17*s.* | 4 25 |
| 12*s.* | 3 00 | Brockville | 293 | " " " | 10*s.* | 2 50 |
| 16*s.* | 4 00 | Brighton | 410 | " " " | | |
| 22*s.* | 5 50 | Brampton | 522 | " " from Toronto. | | |
| 25*s.* | 6 25 | Berlin | 563 | " " " | 23*s.* | 5 75 |
| | | Baltimore | 436 | " Railway from Cobourg | 15*s.* | 3 75 |
| | | Bradins | 444 | " " " | 16*s.* | 4 00 |
| 24*s.* | 6 00 | Bradford | 544 | " " from Toronto. | 20*s.* | 5 00 |
| 18*s.* | 4 50 | Bowmanville | 457 | " G. T. R. | 13*s.* 6*d.* | 3 37 |
| 28*s.* | 7 00 | Chatham | 679 | " G. W. R. from Hamilton | 24*s.* 6*d.* | 6 12 |
| 18*s.* | 4 50 | COBOURG | 431 | " G. T. R. and Steamer | 13*s.* 6*d.* | 3 37 |
| 28*s.* | 7 00 | COLLINGWOOD | 593 | " O. S. and H. R. from Toronto. | 22*s.* 6*d.* | 5 62 |
| 10*s.* | 2 50 | Cornwall | 236 | " G. T. R. | 7*s.* 6*d.* | 1 87 |
| 17*s.* | 4 25 | Colborne | 417 | " " | | |
| 8*s.* | 2 00 | Compton | 134 | " " via Richmond. | | |
| 11*s.* | 2 75 | Dickenson's Landing | 245 | " " or Steamer from Montreal. | 9*s.* | 2 25 |
| | | Duffin's Creek | 478 | " " | 19*s.* | 4 75 |
| | | Davenport | 507 | " O. S. and H. R. from Toronto. | 22*s.* | 5 50 |
| | | Eckfried | 686 | " G. W. R. from Hamilton. | 28*s.* | 7 00 |
| | | Edwardsburg | 273 | " G. T. R. | 9*s.* | 2 25 |
| 14*s.* | 3 50 | Gananoque | 323 | " " | 10*s.* | 2 50 |
| 23*s.* | 5 75 | Georgetown | 530 | " " from Toronto. | 22*s.* | 5 50 |
| 24*s.* | 6 00 | Guelph | 550 | " " " | 20*s.* | 5 00 |
| | | Gloucester | 324 | " G. T. and P. and O. R. [risburg. | 12*s.* | 3 00 |
| 23*s.* | 5 75 | Galt | 570 | From Hamilton by G. W. R. via Har- | 19*s.* | 4 75 |
| | | Grafton | 424 | By Steamer on G. T. R. | | |
| 20*s.* | 5 00 | HAMILTON | 539 | " " " | 17*s.* 6*d.* | 4 37 |
| 26*s.* | 6 50 | Hamburg | 576 | " G. T. R. from Toronto | 23*s.* | 5 75 |
| | | Holland Landing | 583 | " O. S. and H. R. | 21*s.* | 5 25 |
| | | Harrisburg | 563 | " G. W. R. from Hamilton. | 22*s.* | 5 50 |
| | | Harwood | 446 | " G. and P. R. from Cobourg. | 18*s.* | 4 50 |
| | | Indian Village | 449 | " " " " | 18*s.* | 4 50 |
| 26*s.* | 6 50 | Ingersoll | 592 | " G. W. R. from Hamilton. | 22*s.* | 5 50 |
| 15*s.* | 3 75 | KINGSTON | 340 | " G. T. R. or Steamer. | 12*s.* | 3 00 |
| 14*s.* | 3 50 | Kemptville | 304 | " P. and O. R. from Prescott | 12*s.* | 3 00 |
| 15*s.* | 3 75 | Kelley's | 316 | " " " " | 13*s.* | 3 25 |
| 22*s.* | 5 50 | Keene | 452 | " C. and P. R. from Cobourg | 19*s.* | 4 75 |
| | | King | 569 | " O. S. and H. R. from Toronto. | 23*s.* | 5 75 |
| 27*s.* | 6 75 | LONDON | 615 | " G. W. R. from Hamilton | 24*s.* | 6 00 |
| 8*s.* | 2 00 | Lennoxville | 123 | " G. T. R. via Richmond | | |
| 22*s.* | 5 50 | Lefroy | 508 | " O. S. and H. R. from Toronto. | 19*s.* 6*d.* | 4 87 |
| 8*s.* | 2 00 | Lancaster | 222 | " G. T. R. or Steamer. | 6*s.* 6*d.* | 1 62 |
| 4*s.* | 1 00 | MONTREAL | 168 | " " " | 3*s.* | 0 75 |
| 12*s.* | 3 00 | Matilda | 267 | " " " | 10*s.* | 2 50 |
| | | Morgan's | 456 | " C. and P. R. from Cobourg. | 18*s.* | 4 50 |
| 22*s.* | 5 50 | Niagara | 537 | From Toronto by Steamer. | 19*s.* | 4 75 |
| 16*s.* | 4 00 | Napanee | 367 | By G. T. R. | | |
| | | Newtonville | 448 | " " | 13*s.* 6*d.* | 3 37 |
| | | Newcastle | 454 | " " | | |
| 12*s.* | 3 00 | Norton | 157 | " " via Richmond | | |
| 24*s.* | 6 00 | Newmarket | 542 | " O. S. and H. R. from Toronto. | 23*s.* | 5 75 |
| 14*s.* | 3 50 | OTTAWA | 335 | " P. and O. R. from Prescott | 11*s.* 6*d.* | 2 87 |
| 15*s.* | 3 75 | Oliver's Ferry, (Rideau Canal) | 353 | " " via Kemptville | 11*s.* | 2 75 |
| 18*s.* | 4 50 | Oshawa | 467 | " G. T. R. or Steamer | 16*s.* | 4 00 |
| | | Oxford | 298 | " P. and O. R. from Prescott. | 12*s.* | 3 00 |
| 13*s.* | 3 25 | Osgoode | 312 | " " " " " | 13*s.* | 3 25 |
| 29*s.* | 7 25 | Owen Sound | 630 | " O. S. and H. R. from Toronto. | 26*s.* 6*d.* | 6 72 |
| 20*s.* | 5 00 | Oakville | 518 | " Steamer or G. T. R. | 16*s.* 6*d.* | 4 12 |
| 12*s.* | 3 00 | Prescott | 281 | " " " | 10*s.* | 2 50 |
| 23*s.* | 5 75 | Paris | 565 | " G. W. R. from Hamilton | 20*s.* | 5 00 |
| 16*s.* | 4 00 | Perth, (Bathurst District) | 336 | " Railroad from Brockville, nearly opened | 14*s.* | 3 50 |
| 18*s.* | 4 50 | PORT HOPE | 437 | " G. T. R. or Steamer. | 13*s.* 6*d.* | 3 37 |
| 22*s.* | 5 50 | Peterboro. | 459 | " C. and P. R. from Cobourg. | 19*s.* | 4 75 |
| 24*s.* | 6 00 | Preston | 573 | " G. W. R. from Hamilton via Galt. | 22*s.* 6*d.* | 5 62 |
| 22*s.* | 5 50 | Richmond Hill | 517 | " O. S. and H. R. | 19*s.* 6*d.* | 4 87 |

*Continued on next page.*

*Continuation of preceding page.*

| Emigrant Fare by Railway. | | PLACES IN CANADA. | Miles from Quebec. | ROUTES. | Emigrant Fare by Steamer and Railway. | |
|---|---|---|---|---|---|---|
| Sterling. | $ cts. | | | | Sterling. | $ cts. |
| 4*s.* | 1 00 | Richmond, E. T | 96 | By G. T. R. | | |
| | | Romanville | 458 | " " | | |
| 8*s.* | 2 00 | Sherbrooke | 120 | " " | | |
| 22*s.* | 5 50 | St. Catharine's | 560 | From Hamilton by G. W. R. | 20*s.* | 5 00 |
| | | Shakespeare | 582 | By G. T. R. from Toronto | | |
| 26*s.* | 6 50 | Stratford | 589 | " " " " | 25*s.* | 6 25 |
| | | Spencerville | 291 | " P. and O. R. from Prescott | 12*s.* | 3 00 |
| 16*s.* | 4 00 | Shanonville | 381 | | | |
| | | Scarborough | 488 | | | |
| 20*s.* | 5 00 | TORONTO | 500 | " G. T. R. or Steamer. | 17*s.* 6*d.* | 4 37 |
| 21*s.* | 5 25 | Thornhill | 512 | " O. S. and H. R. from Toronto. | 22*s.* | 5 50 |
| | | Tyandenaga | 377 | " G. T. R. | | |
| 15*s.* | 3 75 | Trenton | 400 | " " | 15*s.* | 3 75 |
| 19*s.* | 4 75 | Whitby | 471 | " G. T. R. or Steamer. | 16*s.* 6*d.* | 4 12 |
| 26*s.* | 6 50 | Woodstock | 587 | " G. W. R. from Hamilton. | 23*s.* | 5 75 |
| 11*s.* | 2 75 | Williamsburg | 260 | " G. T. R. or Steamer. [ronto. | 8*s.* 6*d.* | 2 12 |
| | | Weston | 510 | " G. T. or O. S. and H. R. from To- | 18*s.* 6*d.* | 4 62 |
| 28*s.* 6*d.* | 7 12 | Windsor, (opposite Detroit) | 631 | " G. W. R. from Hamilton. | 25*s.* | 6 25 |
| 36*s.* | 9 00 | St. Andrew's, (N. Brunswick) | 629 | By G. T. R. to Portland, and thence | | |
| 40*s.* | 10 00 | St. John's, " | 676 | by Steamer. | | |

The fares quoted above are *emigrant* fares—equivalent to the *third class* of Great Britain.

The first class fare from Quebec to any station, per rail, is about three cents per mile. Through fares—to Montreal, $6; to Toronto, $16.

*Second class* carriages are run on the Grand Trunk Railroad. Fare about two cents per mile.

Fares being subject to alterations, we cannot guarantee the absolute correctness of the figures stated for the whole year, but any difference there may be will be trifling.

Children under 12 years of age, half fare; under 3 years, free.

All emigrants' baggage is carried free along the railroads in Canada, whereas only 50 lbs. weight is allowed free on the lines in the United States.

## STEAMBOAT ROUTE ON THE ST. LAWRENCE.

[Down the River from Lewiston, (Niagara,) to Quebec.]

| Places. | Miles. | From Lewiston. |
|---|---|---|
| LEWISTON | 0 | 0 |
| Youngstown | 0 | 6 |
| Niagara, Canada | 1 | 7 |
| Charlotte, or Port Genesee | 80 | 87 |
| Pultneyville | 20 | 107 |
| Sodus Point | 10 | 117 |
| OSWEGO | 30 | 147 |
| Stoney Point and Island | 33 | 180 |
| Sacket's Harbour | 12 | 192 |
| Grand, or Wolfe Island | 28 | 220 |
| KINGSTON, Canada | 10 | 230 |
| (Thousand Islands.) | | |
| Clayton, or French Creek | 24 | 254 |
| Alexandria Bay | 12 | 266 |
| Brockville, Canada | 22 | 288 |
| Morristown | 1 | 289 |
| OGDENSBURG, or PRESCOTT | 11 | 300 |
| Gallop Rapids | 6 | 306 |
| Point Iroquois | 6 | 312 |
| MATILDA | 2 | 314 |
| Rapid Plat | 5 | 319 |
| WILLIAMSBURG | 2 | 321 |
| Farren's Point | 11 | 332 |
| Dickenson's Landing | 4 | 336 |
| (Long Saut Rapid.) | | |
| CORNWALL | 10 | 346 |
| St. Regis | 3 | 349 |
| (N. Y. State Line.) | | |
| Lancaster | 13 | 362 |
| COTEAU DU LAC | 16 | 378 |
| Cedar Rapids | 5 | 383 |
| Split Rock Rapids | 2 | 385 |
| Cascade Rapids | 3 | 388 |
| Beauharnois | 1 | 389 |
| LA CHINE | 18 | 407 |
| MONTREAL | 9 | 416 |
| WILLIAM HENRY | 45 | 461 |
| Lake St. Peter | 10 | 471 |
| THREE RIVERS | 35 | 506 |
| Richelieu Rapids | 35 | 541 |
| QUEBEC | 45 | 586 |

[Up the River from Quebec to Lewiston, (Niagara).]

| Places. | Miles. | From Quebec. |
|---|---|---|
| QUEBEC | 0 | 0 |
| Richelieu Rapids | 45 | 45 |
| THREE RIVERS | 35 | 80 |
| Lake St. Peter | 30 | 110 |
| WILLIAM HENRY | 15 | 125 |
| MONTREAL | 45 | 170 |
| LA CHINE, *via* Canal | 9 | 179 |
| Beauharnois | 18 | 197 |
| Cascade Rapids | 1 | 198 |
| Split Rock Rapids | 3 | 201 |
| Cedar Rapids | 2 | 203 |
| COTEAU DU LAC | 5 | 208 |
| Lancaster | 16 | 224 |
| St. Regis | 13 | 237 |
| (N. Y. State Line.) | | |
| CORNWALL | 3 | 240 |
| (Long Saut Rapid. | | |
| Dickenson's Landing | 10 | 250 |
| Farren's Point | 4 | 254 |
| WILLIAMSBURG | 11 | 265 |
| Rapid Plat | 2 | 267 |
| MATILDA | 5 | 272 |
| Point Iroquois | 2 | 274 |
| Gallop Rapids | 6 | 280 |
| PRESCOTT, or OGDENSBURG | 6 | 286 |
| Maitland | 7 | 293 |
| BROCKVILLE | 5 | 298 |
| (Thousand Islands.) | | |
| Alexandria Bay | 22 | 332 |
| Clayton, or French Creek | 12 | 344 |
| Grand, or Wolfe Island | | |
| KINGSTON, Canada | 24 | 368 |
| Sacket's Harbour | 38 | 392 |
| Stoney Point and Island | 12 | 404 |
| OSWEGO | 33 | 416 |
| Sodus Point | 30 | 446 |
| Pultneyville | 10 | 456 |
| Charlotte, or Port Genesee | 20 | 476 |
| Niagara, Canada | 80 | 556 |
| Youngstown | 1 | 557 |
| LEWISTON | 6 | 563 |

The steamers which ply on the St. Lawrence are of the largest class, and superior in every respect. The American Company's boats sail on the United States side of the river, excepting when touching at places on the Canadian side. Tourists going *down* the St. Lawrence, should, by all means, take the steamer, particularly from Toronto to Montreal, thereby accomplishing the sail down the Rapids, and through the Thousand Islands, in one trip. Time from Lewiston to Montreal, about 27 hours.

# Part Fifth.

# EMIGRATION

AND

# LAND AND AGRICULTURE.

# CONTENTS OF PART V.

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# NOTES

CONNECTED WITH

# EMIGRATION, LAND AND AGRICULTURE.

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In this section of our work will be found remarks specially intended for parties who think of visiting the United States or Canada, for the first time, either as tourists or as emigrant settlers. They are given in short paragraphs, for the most part, as a portion of the collected memoranda from our note-book, whilst travelling through the country, arranged in such order as is thought to be most convenient for the reader.

A portion of what follows may not be new to some parties. The great change, however, which the whole continent of America has undergone lately, and since any similar work has been published—the great difference there is in the state of affairs now, and during the last 15 months, compared with what was in existence previous to October, 1857—warrants the belief, that there is, at the present moment, as great necessity for recent information on the subject of emigrating to America, as well as regards all matters pertaining to the land and agriculture of the country—as ever there was at any previous period.

With regard to some of the opinions expressed, and advice tendered to intending emigrants, some parties may differ, and, possibly, because a more flattering account of the state of the country, either as regards the United States and Canada, is not presented. Having had, however, no interest whatever but to state facts, and the unprejudiced impressions made upon our mind, we feel confidence in offering them for public perusal, more particularly as they are corroborated by the testimony of several reliable parties, who have been long residents in the country.

To such as feel disappointed that we do not present a more glowing account of the country, and the inducements it offers for emigrants, we would say, that from the wonderful recuperative powers which such a country as the United States is possessed of, the thorough "go-ahead" character of the people, the plethora of money which is at present lying idle, it cannot, in the nature of things, we think, be long before the country, in its manufacturing, commercial, and agricultural position, presents very different features from what they do at present; and when the country will, as in bygone years, be open to receive the surplus of the poorly-paid and struggling artisans, from the over-crowded districts of the old world.

For information regarding any particular point connected with the subjects noticed, the reader is referred to the copious index prefixed, as well as to the portion of the work on Canada.

# EMIGRATION.

## THOSE WHO SHOULD NOT EMIGRATE.

Every year brings to this country a large number of parties—particularly men—who are no sooner here than they find out that they can get nothing to do—even in the best of times and who return home, dissatisfied with the country and all connected with it—and why? simply because they did not take the precaution, before setting out, to ascertain what demand there was for such as them—and if there was any probability of their getting employment if they went. We know of no class of men, to whom this applies with greater force than shopkeepers—countermen of every description—clerks of all kinds—and even book-keepers, literary men, medical men, and lawyers.

During the last 12 or 18 months more particularly, has this been painfully illustrated—when business has been suffering quite as much in the United States and Canada, as at home. The commercial disasters since October, 1857, have not, even yet, been got over; and during that time it has been melancholy to witness the cases of distress which has attended some of those classes on coming here—more particularly men with wives and children—who, used to the comforts of middle-class life at home—have come here—to starve in reality—or work at the hardest and most menial work—not always succeeding in getting even that to do. A correspondent in the London Times of July last, dating from Montreal, truthfully paints some such cases, which we could easily add to—from what has come under our own observation. The great cause of all this arises, in most instances, from the grossest ignorance of what either Canada or the United States are.

We regret to say, however—in some few cases—the parties at home have not been to blame—having been shamefully deceived by friends already in this country—who desired to get out their friends, some of whom might have money to invest. Even emigrants located in the United States have been, in this manner, decoyed by friends to give up good situations in some of the large cities for a life in the backwoods. One case we give as illustrative of a system. We happened to meet a Scotch family returning from Canada to Columbus, (Ohio)—who had been decoyed away in that manner, with the offer of a lot of *land* for nothing—but which they found to be a complete *swamp*. When they got there, the wife and children were nearly tormented to death with mosquitoes—no road to their shanty—no friends within a considerable distance—nothing to be bought, and many other miseries we have not repeated. The result was, that after losing somewhere about $100, (or £20 stg.,) they were glad to find their way back to Columbus—buy back the articles of furniture they had disposed of—and the husband try to get another situation, in place of the one he gave up to go to Canada.

Parties in Great Britain, therefore, should be cautious and see that they are not decoyed out on similar inducements. As illustrative of certain classes of trades and professions, for which there is very little chance of success in this country, we will take the case of literary men, professional men, and commercial assistants.

Literary Men find it very difficult to get employment here. No doubt a man of sterling talent may get employment, but such does not require to leave England to find it. Talented men in that profession do not succeed here as they would like—from the fact that if they happen to be newspaper writers, they are ignorant of the state of politics, and parties in this country—which are so varied in designations and principles—and, besides, there is so much work done for the magazines and reviews here which the scissors accomplishes, at little cost, by operating upon the brains of British authors, in British publications—that the chances of clever literary men from Britain are poor indeed. Until a proper international copyright law is in force, to protect the genius of a man who produces a useful book—in the same way as the man is protected who produces a clever machine—matters as regards literary men here will always remain as they are at present.

Medical Men, on coming to the States or Canada, find it very up-hill work for some time, consequently, in many parts of Canada and the States, the doctor finds it very necessary to perform the duties of postmaster, reeve, magistrate, and storekeeper in one. The doctor

of the "universal genius" order of intellect, is the most likely man to get on, and even he has to "rough it" for some time, before he gets a footing. At the same time, if able to hold out till he gets a practice sufficient to keep him, a properly qualified surgeon—with a diploma—coming either to the States or Canada, will succeed, more particularly as such a man as him will always be preferred to any of the host of quacks and half-educated medical men there are in this country. Properly qualified surgeons in the large cities make good incomes, more particularly in the States.

As regards medical men, therefore, we rather leave it as a matter for each one to decide for himself as to the advisability of emigrating. We might suggest, that if doing well at home, remain there; and if desirous of coming here, wait till "times" improve.

Lawyers and Lawyer's Clerks are about the last men who ought to emigrate, as the supply exceeds the demand; besides, the laws here being different from what they have been accustomed to sharpen their wits and experiment upon at home, they would find themselves not sufficiently "posted up," if they undertook a case against a rival who has been "bred and to the manor born."

Commercial Assistants.—Under this head we will include countermen of every description—drapery, grocery, hardware, etc., etc. Young men, although clever in any of the wholesale or retail establishments in Great Britain or Ireland—and of however high standing in their employers' estimation—make a mistake in supposing they will get on well in America. The great reason why they will not get on here is, that the manner in which they have been bred, totally unfits them for taking a situation in a store here, excepting it may be that of a porter, as a first step. In arriving out here, with all their information and experience, they will find that a lad of 14 or 16 years of age will command a higher salary, and get a situation sooner here than they will; arising from the fact, that that lad has been bred according to the requirements of a business store here, as we will explain.

We will suppose you are a warehouseman, in a silk, woolen, cotton, or other department in a wholesale warehouse in London, Manchester, or Glasgow; or that you are quite *au fait* as a tea taster, and can tell a Muscavado to the 16th of a farthing per lb., or a hardware man *well* "posted" in every thing, in reality, from "a needle to an anchor"—you know your department first-rate at home—conceive yourself up to "tackle" the most awkward customer without the fear of a "swap,"—leaving nothing to be desired, in fact, to make you a thorough salesman, either wholesale or retail. At the risk of offending your vanity, however, we must tell you—one great truth—that all your experience and ability will avail you nothing here—and mark, unless you know *about all classes of goods*, drapery, grocery, and hardware all combined—know how to make a sale in *any* department—make an entry properly in a day-book—post that into a ledger—draw out a bill correctly for the amount—tell what the discount should be, if necessary to be added to it, for over time—know how to nail up a box, or sew up a bale, or take a journey when wanted; unless we say, you can do all these—and, moreover, have a ready acquaintance with the money of the country, its notes, gold, silver, and copper—you had better stay at home. We fancy we hear some of you saying, you don't want to come to a country where so much is required. That may be so, and depend upon it, Brother Jonathan can do without you. He trains up his boy first of all with a first-rate education—free if he likes; after that, he sends him to what is called a commercial college, (see Commercial Colleges,) which fits him, at all events, for the counting-house, and every thing connected with money-making. After that, he finds him a situation in a general store—where they deal in *a great variety* of goods—he gets acquainted with all these sorts of goods—he is taught to nail up a box—asked to make an entry in the day-book or ledger, if the regular book-keeper (where they keep one) is absent—dispatched off in a hurry to the country, to overhaul a customer's affairs and books, or sent on a journey for a month. Such is no exaggerated statement of the business acquirements of the commercial assistant in the United States. We will now leave you to judge as to the probability of your getting a situation here, seeing the sort of young rivals you have in the field, and plenty of them, perhaps, wanting a situation like yourself.

No doubt there are many wholesale stores, who deal exclusively in one kind of goods—say drapery, for example. But here again your experience is deficient; as, if you have been accustomed to only *one class* of drapery goods—and know *nothing whatever* of *any other*—you will see where you are at a disadvantage—leaving out of sight altogether the counting-house education which we have referred to. If there is one class of young men—as shop-keepers—better suited than another for emigrating to America, it is those who have served their apprenticeships in small old-fashioned merchant shops—in the provincial towns—where nearly every thing is sold, from red herring to silk velvet. All such a young man wants, is a little of the "rust" rubbing off him—and with an acquaintance with dollars and cents, he is the most likely man to get on here—although he, too, ought to recollect, he has got some sharp young fellows to compete against. The modern system of training young men for one department only, totally unfits them, from procuring a situation in any other department, even at home—far less in the United States.

The case, as regards Canada, is a little different. Young men from shops at home may do better in Canada than in the States; but we would warn, most seriously, any one from going there "on speculation." If your passage is paid, and a written engagement for some two or three years (long enough) you may go. Not otherwise. In Montreal, for example, a knowledge of the French language is indispensable—from the number of French Canadian wholesale and retail buyers there. Toronto and Hamilton are different in that respect. But let no one think of going to Canada, until things are very much improved from what they have been, and are at present.

Commercial travellers, on coming here, will find, if they get an engagement, that a new connection will have to be formed—the facilities for doing so here, being very different from what they are at home.

Like as in Britain, all wholesale assistants here are valued at what they are worth—by what amount of trade they can bring with them to their new employer.

Clerks and Book-keepers.—The same remarks will apply, in a great measure, as in the foregoing. There is no doubt, but that first-class, young, and steady book-keepers—well recommended—having a thorough knowledge of American money—and how to keep accounts by it—may get situations. We happen to know some from Great Britain who hold very responsible situations as such in the United States. They are, however, the exception, and not the rule. It is all right if you get a written engagement to come out; but to come here on speculation is a very hazardous experiment.

## WHO OUGHT TO EMIGRATE.

It may be asked—Who ought to emigrate to America? The question might be very briefly answered if we said simply—No one excepting farmers, or those who purpose becoming so, who have capital. Such is the answer at present, and it applies to both the United States and Canada.

There is no branch of trade almost, but what is over supplied with hands at present—arising, as most parties may be aware, from the great depression which there has been, in every department of business, during the last 15 to 18 months.

It is true, that the United States have recovered, to a great extent, from the effects of the late panic, and that that country is gradually merging into its usual vitality, and former progressive development; but there is not, as yet, any inducement for artisans of any description to emigrate thither. The same remarks apply still more strongly with regard to Canada.

Had it not been for the causes alluded to, we should, in all probability, have been justified in advising all good workmen to emigrate, with the view of improving their position, but as things are at present, we dare not do so.

For agriculturalists, or all who have means to invest in the purchasing of land, matters present a very different prospect.

At no time, for many years past, we believe, has America presented a better opportunity than it does at present, for investing money in the purchase of land—either uncleared, partly, or wholly cleared and cultivated. The late pressure of the times has caused great scarcity of money in the hands of landholders, consequently, large numbers of farms, in all stages of clearing, have been brought into the market for sale—whilst with those sold at sheriff's sale, which have been painfully frequent—properties have been bought for mere trifles, comparatively speaking.

The wages of agricultural hands also have been very much reduced lately, and from present appearances, are likely to continue at a low figure, which, together with the low rate of wages paid for clearing, affords additional inducements for farmers with moderately large capital to purchase, so long as the present state of things exists, as there can be little doubt but that land will be bought cheap, if properly selected.

The stranger may purchase land dear enough at present, as well as at any other time, (see our remarks on purchasing and paying for such, in succeeding articles); but if judiciously selected, some very cheap cleared farms are to be picked up in even some of the best agricultural districts of both the United States and Canada.

The farmer with small means, however, who thinks of emigrating to America, ought to consider well before taking so important a step—calculate all the expenses, and how much money is requisite to enable him to live during the first 12 or 18 months. That all depends upon whether he takes a free grant of land or purchases land, and if he purchases, if any, or how much of it, is cleared. In another part of this work, the reader will find full information on these points.

To the agricultural class of settlers, we repeat, that the present time affords very great inducements to emigrate, as, in the case of purchasing land, it may be bought at much less than it has been previous to October, 1857.

## WHEN TO EMIGRATE

So far as the season of the year is concerned, the best time partly depends upon the trade you belong to.

If an agriculturist, any time between 1st of March and 1st of May—as then you will be in time for seed time, and when harvest operations will be going on, and be most likely to get engaged—but the earlier you are out the better.

If mechanic, or any handicraft trade, it does not make so much difference, so that any time from 1st of April to 1st of September, will do.

Considering the state of the weather merely, the months of July or August are as good as any—so far as a smooth passage is likely to be; although September is one of the best months to come in, as you arrive out after the great heat of summer, and have 2 or 3 months of the "Indian summer"—the finest part of the whole year—before the severity of winter sets in.

But each individual must be guided, to a very great extent, by the particular circumstances—of his own case—as to the best time to emigrate. The next matter we will notice as worthy the attention of parties in Great Britain, is connected with their correspondence with friends in America.

## LETTERS FROM BRITAIN.

### DIRECTED TO FRIENDS IN AMERICA.

We have, no doubt, many thousands of letters written in Great Britain or Ireland to friends in the United States or Canada, which never reach their destination—there being two great causes for such, and these resting with the writers of such letters, who, doubtless, have often wondered they never received answers from their friends, whilst the carelessness, ignorance, stupidity, or bad writing of the senders was the sole cause of the disappointment

to themselves and the friends they were writing to. The two great causes for letters no reaching their destination—are

1st. Indistinct and badly-written addresses.

2d. The name of the STATE in which the party resides not being included upon the address.

Parties writing to friends in America often address their letters as if they were writing to some friend in the same country with themselves, and suppose that the post-office system is the same in America as in Great Britain.

As two of the great rules—never to be forgot in writing to your friends in America—we would say—

1st. You cannot write TOO plain—or write as plain as you can—when addressing your letters.

2d. You cannot write the address too minutely—but more particularly, never forget to put on the name of the County and name of the STATE in which your friend lives.

The first of these rules will appear all the more necessary to enable the post-office sorters—through whose hands it has to pass—to know where it is to be sent. If indistinctly written, it may pass the hands of a few who can read any kind of writing almost—the next one he guesses—either right or wrong—what it is, and where it is going to—and probably the last man whose hands it gets into, cannot make it out and—throws it aside. It is then sent to the dead letter office at Washington—there kept for some time—there opened, and, if nothing valuable is found in it, there burned or destroyed. You will thus see that your letter may have got to Washington, and destroyed there, from your own fault at home—writing so indistinctly that *every one* could *not* read the address easily.

More letters never reach their destination, however, from the address not being so full as it ought to be—but more particularly, for want of the name of the County and the STATE. Thus, for example, we will suppose you are writing to a friend in Madison, and you direct your letter "Madison, America." Now, as there are at least a dozen places called Madison, in America, how is it possible the postmaster at New York can know which Madison you mean? Whether "Madison, New Haven County, State of Connecticut," or "Madison, Jefferson County, State of Iowa," about 1000 miles distant from the other; or, which of any of the other 10 places there is of the name of "Madison," in all quarters of America?

You ought to recollect, that towns exist in America, of which there are from five to fifteen places, all of the same name, in different States.

You may be writing to a friend at "Washington," and, from the letter having nothing but "Washington, America," upon it, the postmaster would very likely forward it to "Washington City, District of Columbia," whilst you intended it to go, perhaps to "Washington, State of Georgia," or "Washington, State of North Carolina"—or some of the other 12 "Washingtons" there are in America.

The proper way to avoid error or delay, as far as possible, is to address your friend—putting on first,

Christian name and surname, in full,
Village or town, residing at,
Name of county, in which that village or town is,
Name of State, ending with
"United States."

If for Canada, the same remarks apply—with equal force. In addressing there you should put

Christian name and surname in full,
Village or town residing at,
Name of township,
Name of county, ending with
"Canada West,"

Or if in Canada East—then say "Canada East."

If it is too much trouble for you to write the name of the State *in full*,—you can put on the initials, merely, thus: instead of writing "State of New York," just put "N. Y.," or instead of "State of Illinois," put "Ill." That may do; but the name of the State in full renders it perfect—so that there can be no mistake. For "Canada West," you can write "C. W.," and for "Canada East," write "C. E." As we have said before, you cannot be too minute in your direction.

If you do not happen to know either the name of County or State—and there happens to be more than one place in America of the same name—ten chances to one if ever your letter will reach its destination.

## LETTERS FROM AMERICA

TO FRIENDS IN EUROPE.

Parties in America, when writing to friends at home, should also be very particular in giving their friends their full address—name of village, name of county, and name of State—and tell their friends to address their letters plain, so that any one almost can read it. If they cannot write plain themselves, tell them to get some one to address their letters for them who can write plain. Considering you are coming to a strange country, and probably know no one there, a little information on the importance of having letters of introduction to some one, already in the country, may be useful.

## LETTERS OF INTRODUCTION.

Letters of introduction in Great Britain, for use there, are very often looked upon, as the Americans would say, as of "not much account"—or as "not amounting to any thing." However true that may be there, it will be found different here—from the fact, if you, a stranger, in arriving either in New York, Philadelphia, Canada, or any where else, do not know any one in the city, town, or village where you are, you may find it awkward—and the want of a note of introduction to be a serious drawback.

We will suppose you have arrived in New York, or Cincinnati, in search of a situation. You make application, and from what you say, you are in every way qualified, and a likely man to fill the vacancy. But what evidence can you produce of your integrity, sobriety, and general abilities and good conduct? You are a stranger, you have nothing to show but testimonials which any one can get up specially—if so inclined—no friend in the town, or in America to refer to—as a party to whom you have been introduced. The most you can do, is to refer to your last employer in Great Britain, or to some houses there; but before they could be written to and an answer got back from there, the vacancy is filled up most likely. Written testimonials from well-known houses in Great Britain are better than having nothing to show; still we advise all to get letters of introduction to some respectable parties in this country—if at all possible—more particularly by young men and others, in quest of employment.

With parties having goods to sell or samples to sell from, the case is rather different—as the goods represent themselves, and are a sufficient introduction to the man who is open to buy. Even in such cases, however, a letter of introduction, to some one in the city or town where you are, will do you no harm to have with you.

With the working man, the case is different again, as he will on his statement in most cases, be rejected, or engaged on trial, to test his abilities. These are his best letters of introduction, to an employer, if he can be permitted to give evidence of what he can do, and how he can do it—together with being strictly sober, steady, and respectable.

As referring to one of the many mistakes emigrants make in coming either to the States or Canada, we will now refer to the subject of bringing out goods to sell.

## BRINGING OUT GOODS TO SELL.

No better evidence can be adduced as to the prevailing ignorance in the minds of many in Great Britain regarding this country, and what its wants are, than is shown by parties who bring out all sorts of goods to sell—imagining that by bringing them here, they can sell them to great advantage. It is one of the greatest mistakes a person can make, generally speaking. If you should bring with you a large lot of English-made woollen cloth—or any other article on which there is a heavy duty in the United States—say of perhaps 30 per cent—you may fancy, by cheating the government here out of the duty payable on such, that you will make money by the transaction. Even then, however, the chances are ten to one, that you lose money after all—even although you pay no duty; first, because you, being a stranger, would not know where to sell them to advantage—and although you did, you may bring something with you, which, whilst it might suit Scotland, England, or Ireland—will not suit America. Take the case of woollen cloths, as stated. If you brought English-made woollen cloths here, you would find them unsaleable, from the fact, that almost every yard of woollen cloth worn in the United States, is either of German, French, or American manufacture—the fine texture of quality of the cloth—the manner in which it is finished—and its strength, when compared with English-made cloths, all combine to shut the English goods of that sort nearly out of this market. In this matter, as well as in many other respects, you, being a stranger here, should dabble in nothing, in this country, until you thoroughly understand its wants, the value of commodities here, and where you can buy and sell to the best advantage—which knowledge is only to be gained by living here a considerable length of time—and being thoroughly conversant with business in all its ramifications. Even taking goods to what is supposed to be out-of-the-way places, is equally as absurd as bringing them to the city of New York.

The last case of this sort which we became acquainted with, we may mention, was the case of a young man just arrived from England—whom we met at Ottawa, in Canada West, towards which place a good many eyes have been turned for some time, as a likely point for settlers. This party brought out a miscellaneous lot of drapery goods, ("dry goods" as they are called,) thinking that the good folks of Ottawa were perishing for want of ladies' dresses—laces—white and brown calico—stockings, combs, etc., etc. He very soon found out his mistake, and, with a very rueful countenance, told us he had invested all his money in them, and could neither sell them wholesale nor retail. The result was, he had no alternative, but dispose of them in an auction room—which he did there, at a great loss. It may be said, he acted foolishly by selling them so—and that he should have gone into the "bush"—and opened a store in some new township, and he would have done well with them, and very likely made money there. We are inclined to think he made the best of them, under the circumstances. He was an entire stranger—knew no one—had not a single letter of introduction to any one throughout the whole of America. If he had brought these goods to Montreal, New York, or somewhere else, where he was known—and had made his arrangements for getting regular necessary supplies forwarded to him wherever he was—then, in that case, he might have made a living by opening a store in a new township. As it was, if he had done so, we fear he would have soon consumed principal, interest, and profit, on the whole speculation, which was a very foolish, although not an uncommon one, by parties from Great Britain, who seem to forget, or not to know, that even up at Ottawa in Upper Canada, or as far as St. Paul in Minnesota—the merchants there import direct from Great Britain on the very best terms, and who know best what will sell, and suit their trade and customers.

As an important step in the emigrant coming to America, we will now refer to the subject of

## CHOICE OF A SHIP.

This is a very important matter, in taking a voyage to America. If you are going by steamer, you can scarcely go wrong, which companies' boat you go with—whether from Liverpool, Glasgow, or Southampton—or by the new line of steamers from Galway (Ireland).

For the emigrant, or traveller, who desires to proceed in a sailing vessel, it is of the utmost consequence that he engages his passage in a vessel belonging to respectable proprietors—and, if possible, in a ship which is advertised as classed, or called A 1. All A 1 vessels may be relied upon as being sea-worthy—for so many years; after which time they dare not use that specific mark. Vessels are registered A 1 after they have been inspected by "Lloyd's" Surveyor, and pronounced by him as sea-worthy—for so many years—averaging from 7 to 14 years—the time depending upon of what the ship is built, how she is built, and if built under cover, or not.

Probably some friends have preceded you in their voyage to America, and will recommend you to go by particular ships—and to engage your passage through particular agents—or the contrary, may be for good reasons—to avoid particular companies, ships, and agents also.

In engaging your passage through an agent—at some distance, perhaps, from the port where the ship is—ascertain that he is respectable—more particularly in Glasgow, Liverpool, and London—where some shipping agents are to be found little better than swindlers.

Having made up your mind—that the vessel you purpose going with belongs to a respectable firm—that the captain, who commands her, bears a good name—and that you are ready to take out your passage—you can do so through some respectable party, who is agent for the vessel you wish to go with.

From whoever you take out your passage you will get a printed document—as a receipt for the money you have paid—which will entitle you to a berth on board the vessel—and also another document, detailing what provisions you are entitled to on the voyage. That is what is termed the "Government allowance" of provisions. For the information of parties, we subjoin a list elsewhere—as applicable to emigrants—or steerage passengers to New York—or any port in the United States and Canada.

The cabin passengers will of course be provided with very much superior diet than what is supplied to steerage passengers; and if in one of the fine clipper sailing ships—which now sails from Liverpool, London, Glasgow or Aberdeen—and if he is fond of the sea—he will find a good table, in general, supplied, and be comfortable in other respects.

As connected with this subject, we will refer now to

## OUTFIT FOR VOYAGE.

One of the greatest mistakes which travellers and tourists make, in their first visit to this country, is in the enormous quantity of clothing they bring with them, and that too, sometimes, of a sort which is unsuitable for the climate and country.

As a general rule, almost any old clothing is good enough for wearing on board ship—particularly the first week—when you may be sick.

To the emigrant, we would say—one suit of clothing on your back—and another handily packed in your trunk which is not "below"—as many shirts as will last you for 3 weeks by steamer—and 6 weeks by sailing vessel Every thing else in proportion. The same quantity for children also. You will find that quite sufficient till you arrive here.

The traveller or tourist should also make his trunk as light as possible. At any season of the year—fancy-coloured *woollen* shirts will be found the most serviceable of any in coming across the Atlantic—or travelling through the country.

If you come away any time between the 1st of April and 1st of September, you will have little or no use for thick or heavy clothing at sea—till you approach the Banks of Newfoundland—where the thermometer falls from 30 to 50 degrees—from one day to another. The cold experienced there is sometimes felt to be intense, so that it is better to have a top-coat at hand for using, when "off the Banks." After you pass there you are within a few days ("steaming") of New York, and will find the weather mild and pleasant—unless wher blowing hard. Avoid bringing HATS with you, if possible. Both emigrants and tourists will find caps or "wide-a-wake" felt hats, with broad brims—much more agreeable and pleasant, as well as being much more useful for travelling with. It is of fully more consequence to consider what sort of clothing is necessary for America—so we shall now devote a few remarks on the

## SUITABLE CLOTHING FOR AMERICA.

NOT only do many bring far too great a stock of clothing with them for use on board ship—but also for use when they are travelling through this country on pleasure, or business.

Supposing the tourist leaves Great Britain any time during the spring or summer months, for the purpose of making a tour through the States and Canada, he need not burden himself with much clothing. We would recommend him to try a start with a "wide-a-wake" felt hat—which is nice and soft for the head, and which keeps the rays of the sun off the face.

A thin, small umbrella—for using during the hot weather here, as a shade from the sun, or shield from a temporary shower.

As many shirts, socks, and handkerchiefs as you may want till you get here—allowing one shirt, one pair of socks, and one handkerchief to arrive with here, clean. Bring two fancy woollen shirts amongst your supply. Same as regards under-clothing.

Bring with you an old coat to wear on board ship, one or two pair of trousers, one vest, and a top-coat, such as you generally wear at home. Have them packed in your portmanteau along with your shirts, socks, handkerchiefs, collars, etc.—which is to be in your berth, on the way out.

When you get here, you can get, if you wish, two or three dozen of shirts, socks, etc., etc., etc., washed, and done up, in one hour, if you are in a hurry for them. The facilities for such at the hotels being great, every thing almost being done by steam and machinery. In ordinary cases in New York, we have given out washing at 9, A. M., and had it sent up by 11, A. M., all done up.

In your travelling through the country, therefore, if you should have only 3 shirts, as many handkerchiefs and pairs of socks, you could never be ill off for clean clothes.

When you get here, you may find the weather warmer than you anticipated; consequently, either bring with you, or provide yourself, when you get here, with two suits of linen clothing—either white or brown linen drill, or grass cloth. (See our remarks on dress in America.) Provide accordingly, as you will find yourself compelled to wear clothing here which will not answer for Great Britain, no more than the clothing worn there will answer for wearing here.

Have, of course, as few packages as you can. One good-sized American-made trunk—is all you want to hold every thing you want for a trip for any length of time. If you should run short of any article of clothing, don't imagine that they are not to be had here. We hope that it is unnecessary to say to you, Don't be so foolish as to bring any articles of clothing with you to sell here as a "spec," unless you wish to dispose of them at a ruinous loss in some of the auction rooms in the cities or towns you pass through.

These remarks do not apply so much in regard to emigrants. They should sell no article of clothing, unless such will overweight their luggage. In winter time, they can scarcely have too much or too thick clothing. The cold of winter is very severe—at the

same time it is dry and bracing. Still, the warmest clothing they have, for winter wear, should be brought—as all sorts of woollen clothing is expensive.

Clothing for summer wear—suitable for workmen—costs a mere trifle, comparatively speaking. For example—one suit, consisting of 1 pair of trowsers, and one shirt made in the shape of a "Guernsey frock"—including the indispensable flannel shirt—costs altogether about $2, (or 8*s.* stg.), which is the almost universal wear of working men—and sufficient for wearing on a hot day. As the autumn season advances, heavier clothing is required.

How you should bring your clothing, and other articles, we will now advert to.

## LUGGAGE, OR BAGGAGE, FROM HOME.

It is of the utmost importance for the emigrant to bring his baggage properly done up—in trunks or boxes of a proper description. Not attending to this before starting, will be found to be regretted afterwards—by probably getting the contents destroyed, and costing a good deal for new boxes, etc., in America.

We have seen, on arrival at New York—whilst the luggage was being passed by the custom-house officers—that the most flimsy and rotten packages have been brought from home. Some trunks, perhaps, which have been in the hands of families for generations, and more fit for firewood than for being labelled—bound for California, perhaps—as we have actually seen the case. What is the consequence? When they are lifted up by the handles, they break off, perhaps, or before they reach the bottom of the slide from the ship to the small steamer alongside—waiting to take them on shore—the hinges fly off, or the lock gives way, perhaps, and the whole contents are scattered about, and the box forever rendered useless. Such glaring instances of stupidity—and ignorance of what was necessary for such a voyage—we could not have believed, had we not seen it displayed. A good, strong, deal box—with stout rope handles—like a seaman's chest—is as good a sort as any for the emigrant to have. See that it is not more heavily made than there is occasion for—so as to keep your *weight* of baggage as light as you can; but better to have a box too strong than too slim—as we have explained. It would be better to have strong hinges—with padlock on it—and iron-clasped at the corners.

The American-made trunks are amongst the best we have seen for the purpose of travelling. They can be had in many places in Great Britain, and in any part of America—all qualities and prices. They are generally known by having large brass or iron knobs studded all over them; they are set upon castors very often—so as to move about easily—and have two pieces of wood nailed along the length of the bottom, to keep them off the ground or floor.

Bedding—such as blankets, sheeting, etc.—which is expensive in America—should be brought in all cases—tightly wrapped up in old bed-covers or canvas—and put into as little bulk as possible.

Furniture—of every description—should be left, or sold off, before starting—as it can be bought for half the price in America it can be produced at in Britain.

Crockery.—China, glass, etc.—which should be brought out—ought to *be particularly well packed*—to prevent breakage. Such articles are very expensive in America; therefore, a saving will be effected by bringing with you what you have—carefully packed.

If you are to have far land-carriage after your arrival, you must recollect that every pound over and above 50 lbs. is charged for—and sometimes the carriage for baggage comes to a good deal of money—but still less than the difference of the cost of what you bring with you, and what you will pay for such here. The charge for such overweight is about 20 cents (10*d.* stg.) for 100 lbs. per every 100 miles.

## PORT OF DEPARTURE.

Where you sail from, and what port you arrive at in America, depends upon various circumstances, as to which may be best.

If you are situated in the Eastern Counties—or near London—that port will, most likely, suit your convenience best, if you wish to go by a sailing vessel. There are no steamers from London; but the Havre and Belgian steamers sail for New York from Southampton, as may be seen from their advertisements. The delay in the English Channel is sometimes very considerable for sailing vessels, before they get "out to sea."

If living in the Midland Counties, West of England, or North of England, you will find Liverpool, no doubt, the most convenient port of departure. From there, vessels of one sort or another are to be found sailing daily to ports in the United States; so that if bound for the United States, you will take a packet nearest to your destination—the chief port being New York—but not always the best for arriving at certain districts. Steamers sail regularly for New York, Boston, and Quebec—with sailing vessels, also, frequently to there, Philadelphia, Baltimore, New Orleans, etc.

Passengers from Scotland may sail, either by steamer or sailing vessel, from the Clyde—direct to New York—or by sailing vessel to any other port in the States, or Quebec, Canada; or from Liverpool—as above.

If situated in Dundee, Aberdeen, and North of Scotland—and bound for Canada—passengers will find excellent clipper packets from Aberdeen to Quebec—which make the passage in about 30 to 35 days.

In taking out your passage tickets in Great Britain, you may be asked to book further than the port of your arrival—hence we may notice the subject of

## SECURING PASSAGE TICKETS.

It is in so many cases dangerous to procure tickets in Great Britain for any point further than the port of arrival in this country, that we advise all emigrants and tourists to book only to the port of arrival in America. No doubt, the through tickets of such as the Grand Trunk Railway Company—issued in England—may be good enough to wherever they book; but the emigrant will find means of getting tickets to his destination, when he gets here, equally cheap. When you come here—"booked through" in England—you are necessitated to proceed by one particular route—and, as you are booked through, you are not so likely to receive that attention, as when you wish to book from any point here, on to your destination.

Should you arrive at Quebec, there are more ways than one, most probably of proceeding to your destination; and on inquiry of Mr. Buchanan, the government emigration officer—at the emigration office on the quay there—he will give you particulars of all the routes—what they cost, etc., etc. Then you can please yourself which way to go. Through tickets are issued in England by parties interested in particular lines of travel; and, once booked through, you are obliged to go by them—whether they suit you best, or otherwise.

Again, you arrive at New York, as an emigrant. At Castle Garden you will get every information respecting the different routes, and get your tickets there for wherever you are going to. (See Castle Garden, New York.)

In some respects, "through tickets" from England may be of advantage, whilst the swindling practised in selling through tickets there—which are perfectly worthless in this country—makes us caution every one to be careful before he pays for a "through ticket," and rather advise him to pay his passage only to the port on this side which he is to arrive at.

Tourists, in booking from Quebec and New York, should always take out their tickets

at the booking-office at the railroad station, and not at any of the booking or ticket-offices to be found in such numbers in all the large cities.

In America it is very different in that respect to Great Britain, where you can only get your ticket at the railroad depot. Here, a system of ticket agency has been established, many of the ticket-offices being neither more nor less than ticket swindles.

See separate article, headed "Railroad Tickets."

In connection with the subject of "booking through" tickets, even in America, we give the following case of very gross misconduct, as it appears to us, on the part of a conductor on one of the lines in the State of New York. We give this case as a sample to show, that even where parties purchase their tickets at the proper office, in this country, and are booked through a long distance, they do not always find such tickets available, as they profess to be, according to agreement. We have never met with any such cases ourselves, but no one can shut his eyes to the facts as detailed in the following advertisement, which appeared in the New York *Tribune* of 16th September last:—

RAILROAD PETTY FRAUDS, AND GREAT IMPOSITIONS.—On the 13th of August last, three gentlemen—one a citizen of Chicago—purchased at the proper office in Chicago three tickets through to New York, expressly stipulating and agreeing with the company there, and they for all the companies on the route, that these gentlemen should have the privilege of travelling only days, stopping off nights, and also stop off at Saratoga as long as they might choose.

Arriving at Buffalo at about 12 o'clock of a Saturday night, two of the company decided to remain in Buffalo over Sunday, and the third went to Chittenango to spend the time with friends.

On leaving Buffalo, one of the gentlemen inquired of the conductor, who came around to examine and mark or punch the tickets, whether such process would kill the ticket to Albany, as he was desirous of stopping at Schenectady, to visit Saratoga for a few days. The conductor replied no, but stated, that when they arrived at Utica the gentleman must get from the conductor from that place a stop-over ticket, as was their custom. After passing Chittenango, they were rejoined by their friend, who informed them, that in consequence of the conductor having punched his check, he had been compelled, on coming on the cars, by the new conductor, to repay his fare, under penalty of being put off the cars if he did not. In order to save a repetition of this trouble and expense, when the conductor came around after leaving Utica, the gentleman who proposed to stop at Schenectady civilly stated the circumstances, exhibited his ticket, *good on its face for a ride over the road for a fortnight*, and requested either that he would not punch the ticket, or else give him a ticket to stop over as agreed upon. To which the conductor, in a most insolent manner, replied, that he would accede to neither request, but that he should punch the ticket or turn the passenger out of the car. The gentleman very properly declined to submit to all these civilities, whereupon Mr. Conductor stopped his train—it being about 12 o'clock at night—and calling in the assistance of a brakeman, succeeded in forcing the gentleman, with great violence, and against much remonstrance, off from the train, causing him considerable personal injury, and landing him in a strange country, without his baggage or shelter. It is barely possible that the strong arm of this giant and infamous railroad corporation is omnipotent enough in this state to shield it from legal punishment for such outrages. The above is an unvarnished story, and is only one of large numbers which have occurred. It is proposed by the present party, well known and honoured at home, to test this question for the benefit of the travelling public as well as himself. One principal object of this statement is to reach the attention of two gentlemen (strangers) who occupied the seat immediately in front, and who heard and saw all that passed. Should this notice meet their observation, it is hoped they will send their addresses to Messrs. PARSONS, RIGGS AND RIGGS, Attorneys, No. 10 Wall street, New York.

## EXAMINATION OF PASSENGERS BEFORE SAILING.

Before sailing from any port, a surgeon examines all the steerage passengers, just before sailing, and when all are on board, to see if none are unfit to proceed, from having any disease, or lameness about them, which may incapacitate them for emigrating to America—the government of that country being particular that they should not be saddled with the supporting of all the "halt, the lame, and the blind," and the diseased from any part of the world. All, therefore, before starting, have to pass the government emigration agent, and a surgeon, before they can proceed.

In the case of cabin passengers, they are exempt from such examination; it being presumed, if there are any of that class amongst them, that they have friends who are able to take care of them, or can pay for being taken care of.

Supposing that you are meditating to start soon, a few hints on that subject, before you start, may be of some little use to you, as well as give you some idea of life on board ship in crossing the Atlantic.

## VOYAGE OUT.

During the voyage out, you must be prepared to miss many of the comforts you have had at home, not only in the quantity and quality of the food supplied, but in the manner in which it is cooked.

Even in the fine steamers, which ply between Britain and America, when the stomach is out of order—and in the dead-throws of sea-sickness, or just recovering from it—the traveller will then, perhaps, be apt to turn with loathing upon every thing, and almost every body, excepting the helping hand of the steward, or stewardess.

If you are a cabin passenger—either on board a steamer or sailing vessel—you will be comparatively well off. Presuming it is your first voyage, we would say, that, for some days before starting, you should get your stomach and bowels, as far as practicable, into healthy action and good order.

Should you get sick, acquaint the surgeon of the vessel—whose business it is to visit you once or twice a day, and who will render you all the advice and assistance in his power—although that sometimes is of little use. We would say, then, supposing you are laid up, sick—get from off your stomach, as soon as you can, all that is likely to come. Keep your berth for a day or two—lying as flat as you can on your back—with your head low, and so "fixed" in your berth, that you will form, as much as possible, a part of the berth itself, and move with the vessel as she moves, and not be rolling about like a loose log, in your bed. Don't be in a hurry trying to eat. After you have been without food for a day or two, weather permitting, make a desperate effort—with the assistance of the steward, if necessary—to get up, and master old Neptune with the touch of sickness he has laid upon you.

If the weather is fair, get on deck without delay—and don't linger about either saloon, pantry, or anywhere else; but, getting on deck, seat yourself with your face to the wind, so as to inhale the sea air, the iodine and saline particles of which, will be amongst the first things to recover the tone and strength of your stomach.

If you feel thirsty, avoid spirits of all sorts, and malt liquors—although some recommend bottled porter. In some cases it may answer. Try what is called lemonade, on board ship and in America—not the effervescing bottled liquor of that name—but a piece of lemon, well bruised in a tumbler—till you have squeezed all the juice out of it, a teaspoonful of white sugar, bruised, and fill up with cold water. In many cases we have seen this refreshing drink, relished, when every thing else failed to get down the throat.

When on deck, get a cabin biscuit, and try to eat it. Pursue this course, and next day, or day after, you may be able to enter the saloon, and partake of the regular meals which are being supplied.

After you are able to enter the cabin, don't sit there too long, but spend as much of your time as possible on deck, till you are completely yourself again.

Be very careful how you use your stomach in the saloon—as, although you may never have suffered from a bad, or weak stomach in your life before, you will there find out, perhaps, you have a very delicate member to deal with, and requiring care in its treatment towards convalescence.

At breakfast, it is possible you may find, at first, that porridge and molasses are more agreeable to take, than any thing else. That, however, is a matter of taste.

The tea, which is supplied on board ship, is often boiled, instead of being infused—and boiled as black as can be; and being so strong, is, in many cases, scarcely suited for the stomach of a rhinocerous—far less for an emigrant on his first voyage across the Atlantic, and recovering from sea-sickness.

The coffee, on the other hand, being generally roasted on board ship, is often too much, and often too little, roasted—sailors, in general, being poor coffee-roasters; and when ground, although fresh enough, the aroma of that favourite beverage is no more like the fragrance of pure, properly roasted mocha, than it is of a piece of boiled gutta percha.

To stomachs, recovering from sea-sickness, the tea and coffee very frequently on board ship is any thing but pleasant—the flavour of the one, and the sight of the color of the other, (but in that respect it is difficult to tell which is which,) being quite enough, without tasting either.

For that reason, neither are used by many during the whole voyage—but pure cold water, or water and milk, mixed, is preferred; and that, no doubt, is more congenial to the stomach than either the tea or the coffee above referred to. With these exceptions, the meals on board ship, in the cabin, are, generally, very excellent—in some of the steamers resembling the set-out at a first-class hotel—dinner, particularly, with its dessert afterwards, as a regular thing.

In the steerage end, the emigrant will find our advice, as to sea-sickness, equally applicable

It appears to us to be a standing disgrace to ship-owners and steamboat proprietors, that, in the matter of tea and coffee, such shamefully-cooked rubbish should be offered to their passengers, as the tea and coffee which is served out, and more particularly, do we make this remark, on behalf of many ladies, probably with children, in the cabin—and many hundred of respectable and honest women, with their children, in the steerage—to all of whom a cup of that which "cheers, but not inebriates," would be particularly grateful, during their severe trials on a voyage across the Atlantic, with, perhaps, themselves dead sick, and their helpless little ones, in the same condition alongside of them.

The cause of this neglect—for it is nothing else—does not arise from any petty feeling to save so much. We believe quite the reverse. The steward, under-steward, or cooks, are often grossly careless, and extravagant in the use of these two articles of diet, whilst preparing them—and have not the slightest regard, whether they are consumed or not. We don't, therefore, charge the proprietors of vessels with a desire to save these articles—but of the most wanton extravagance on the part of their cooks—the most barefaced favouritism to some passengers—friends of the ship's servants, or others who bribe them—and a total disregard, in that particular, as to the comfort of their passengers in general.

We would here remind those gentlemen ship-owners and managers—who sit esconced so comfortably in their easy chairs in their Brussels-carpeted offices—that they have a duty to perform, as well as an interest to pocket—in seeing that their vessels are equipped with proper *men*, as well as with proper sailing tackle. They are the guardians of the weak and the unprotected in the many hours and days of danger and suffering, in crossing the Atlantic. They are bound in honour, as well as in duty, to see that the servants they employ are men who will violate no moral, no more than they will a criminal law towards the passengers, and their property. They must be reminded that they are not entitled to look upon their second-class passengers as dogs—simply because they are not able to afford first-class fare; and it is their duty to see that something like humanity should be exercised toward the weak and the helpless male and female passenger—and not consider that any thing is good enough for them, for the aforesaid reason. There is too much of that cold-blooded indifference on the part of all on board many vessels—from the captain down to cabin boy—in their treatment of steerage passengers; and it is high time that directors and managers of steamers and sailing vessels looked to those things—if they have souls within them, with any other higher feelings, above pounds, shillings, and pence, or dollars and cents. If they prove, by their continued indifference, that they have not, we only hope that the vigilance of the government emigration agents will, on properly represented facts of outrage or injustice, bring them to their senses before a court—where the emigrant stands, then, on the same footing as the captain or owner—and that such companies will become marked by emigrants. We are aware we will be met with the reply, that there are some people whom it is impossible to satisfy—and we grant it; nay, more, we are aware that from the fact of many—leaving home, and going to sea for the first time—are peevish, and easily inclined

to grumble and cry out, sometimes, more frightened than hurt. But let us ask, is that any reason why not more interest should be taken than there is, to prevent the violation of innocent and unprotected females by the brutes in human form who are to be found sailing as officers or crews? or why a man ought to hold his tongue when he smarts under the injustice of a petty officer, backed up by his superior; and if that man insists in denouncing cases of injustice or inhumanity, that he should be threatened with being placed in irons, and every petty meanness and discomfort thrown in his way? Is it any reason why such gross mismanagement and carelessness in the cooking of passengers' food should be allowed to exist? where tea and coffee—as we have said—is offered, not fit for the pigs, far less for the delicate stomachs of poor but honest women and children during a voyage—when not a drop of milk can be got, either for love or money? Steamboat owners, who charge £7 to £8 for a passage of 12 to 14 days to their second-class passengers, need not suppose these remarks do not apply to them. We tell them plainly, that many of them have as great need to reform as their brethren who sail passenger sailing vessels. We could name—if we were disposed—steamers sailing to and from Great Britain and America where, even in that small matter of tea and coffee, the rubbish offered even to their cabin passengers, is such, that if set down to the breakfast of the dainty owners and agents, in their own homes, would quickly find a place somewhere else, and the careless servant who had prepared it, run the risk of being kicked about his business.

On behalf of helplessly sick first and second-class female passengers, we trust to hear of improvement in that respect. "O, but," says Mr. Contentment-with-anything, "they should have brought some tea and coffee of their own, and a tea and coffee-pot—then they would have been all right." Why should they, when they have paid for these things, and expected to have them supplied fit to drink? Besides, many do not expect to be served in that manner, otherwise, we have no doubt, they would provide accordingly; but, in the same way, they might be expected, in the course of time, to provide their own beef and mutton, also.

Regarding the meat, also, supplied to second-class passengers in some steamers, we unhesitatingly assert that the quantity, quality, and manner in which it is cooked, belies the statements of advertisements which state, that steerage passengers *are supplied with as much provisions as they can eat, all of the best quality and properly cooked,* by the servants of the company. Such can only refer to passengers who are the favourites of stewards and cooks on board, who are very differently served from the steerage passengers in general.

The public are always assured that "an experienced surgeon" accompanies the ship, but it is just as well that no pretensions are made on account of the doctor's services or visits to the steerage-end. We could name vessels where surgeons have not visited steerage passengers till some days after sailing, and when they did, treated them in a very unbecoming and careless manner; in truth, not simply doing their duty. They know very well they dare not treat cabin passengers so, but the unfortunate steerage passengers must go without medicine for all some doctors either know or care how to treat them.

We are aware that first-class passengers, in the exuberance of their joy at landing, and having enjoyed themselves pretty well under the captain's smiles, at the head of the table —in many of those flowery congratulatory addresses which are presented to captains on arrival—forget altogether to consult the other end of the ship, as to what they have to say on the subject. We suspect if they did, they would find a few amendments—in consulting the opinion of the second-class passengers—if not a vote of a different sort—or a petition to some quarter on shore. But these individuals look through, not only their own spectacles, but through the eyes of others, and express an opinion for others—as if the second-class passengers were not worth consulting. That is about the truth of it. In fact, that system of toadying captains of vessels by cabin passengers has become so common, that in times of real danger, and when the daring skill and bravery of a captain has been nobly displayed, one really does not know whether to believe it—when he reads a truthful compliment of that nature—as such honours are so fulsomely expressed, and so easily obtained; when, if

all the facts were truthfully presented, some such addresses ought to be very differently worded.

Another matter, we consider, ought to be looked into, and that is, all the luggage of passengers being under the ship's care—and that if any of it is stolen or destroyed, the owners to be held liable for such—in the same manner that a railroad company is. Why not check the baggage across the ocean—from point to point—where there are no changes on the way? Until that, or some such system, is adopted, the same rascally thieving on board ship will continue; more particularly so long as the system of employing "Packetarians" as part of the crew continues, and who sail only for one voyage, and whose real object in going to sea, is to secure as much plunder as possible on the passage, of property belonging to passengers.

We observe some Canadian papers recommend passengers—in coming to America—to avoid landing at New York, and advise them to sail direct to Quebec, and by that route pass through Canada into the United States. This may do very well where the passenger is bound for a locality by which Quebec would be his nearest or cheapest way; but we have yet to learn that the management of steamers and sailing vessels, to and from Quebec, is so much superior, or that the crews who sail in them are so much more virtuous than the men who sail from the same ports for New York. So far as that goes, we fear they are pretty much all "tarred with one stick."

Until the government emigration commissioners adopt some stringent rules, pertaining to officers as well as men on board ship—and for the safety of *all* the luggage—whether "below" or not—we fear little good will be effected for the latter; although we say that the owners and managers of ships have a great deal in their power—if they would use it. We believe, if any company would guarantee their passengers against ill-usage, treat them properly, show no favoritism to some passengers, to the injury of others—afford personal protection to their female passengers, and see to the punishing of offenders, and securing the safety of baggage—such a company would have no need to deplore the small dividends, and croak about the shipping trade going to ruin.

Parties, having children on board ship, should, as far as possible, keep them under their eye, as, in running about, and with the rolling of the vessel, they may get hurt. All passengers ought to avoid sitting on the side rails of the vessel, as they may be pitched overboard before they are aware. Sometimes experienced men lose their lives in that way. One instance may be mentioned, of the ease of the steward of the steamer "New York"—on her last voyage from New York to Glasgow—being drowned, by falling overboard off the rail, whilst sitting and smoking a cigar there.

In the cabin as well as steerage-end of the vessel, all passengers ought to endeavour to render the voyage as agreeable and comfortable as possible, by every one evincing a desire to contribute to the enjoyment of the voyage. In the cabin-end, the evenings are frequently devoted to singing and instrumental music, dancing on deck, readings, recitations, speeches on humorous subjects, mock trials by judge and jury,—with passengers as counsels and defendants. In that way, many an evening is spent very pleasantly, after the first 3 or 4 days' experience at sea has passed over, and all the company begin to make their appearance. During the day, the time may be occupied in writing (weather permitting), reading, chess, draught, and card-playing. The latter may be said to be the never-failing and ever new recreation—either at whist or the great American game of "Eukre." The cabins are plentifully supplied with literature in all departments. For a game on deck, that of "bowling at sea" is excellent for a change, if the vessel is not pitching or rolling too much. On Sunday, if any clergyman is on board, he is asked to preach a sermon in the cabin, and all the passengers (steerage included) can attend if they desire to do so. The speed of the ship's progress is ascertained by "heaving the lead," which is done very frequently during the day, and the result calculated of how many miles she is running per hour, or how far she has run in the 24 hours. That is posted up in the cabin once a day, and is one of the themes about which passengers speculate not a little, often leading to some very heavy bets—in lemonade, etc.—as to who should guess nearest the mark, for the

past 24 hours sailing. A cry of "A sail, a sail," heaving in sight, which, to parties on land, may sound nothing extraordinary or interesting, but when at sea, and having seen nothing but the vast space of water for several days, perhaps, the appearance of a vessel becomes an object of great interest, and if she should happen to come within speaking-distance, there is quite a commotion, in seeing how the code of signals between each ship is worked; how expertly the mate will hoist his ship's number by flags, in answer to, or asking a question at, the craft in sight; how the captain stands, telescope in one hand, and a book in the other—containing the name and number of every ship, we suppose, in the world—and on the appearance of those hieroglyphic stripes and crosses on the flags hoisted up by the ship in sight, he can tell through his telescope that these signs mean certain numbers, and on referring to his book, can tell also that these numbers are, probably, No. 6750, and that that is the number of "The Travelling Scotchman," on his way from Liverpool to Boston, but having lost his reckoning, is not very sure whether he is on his way there, or to New Zealand, so he telegraphs by another set of flags, and asks the question, "What's your longitude?" when last taken, (it may be either that day or day before,) as it is quite possible he may not have been able to take it for several days on account of the cloudy state of the weather, and no sun to be seen to take it by. He is answered by your captain, according to what it was when last taken, by another set of flags, representing numbers. After the captain of the other ship has got his information, he hoists another set of flags, to convey the intelligence—"Have lost rudder," or it may be, "Short of water," or "Short of provisions," or "Very leaky;" in which case, the ships "heave to," and come within speaking-distance through the speaking-trumpet. The captains then consult what is best to be done, and act accordingly. Again, another splendid clipper may be met with—every stitch of canvas up—this time it may be one of Messrs. Halls' unrivalled Aberdeen clippers on her way to Quebec, flying along before the wind "like a thing of life," but there is little apparent progress observable. A fine sight, however, it is, to see one of these noble, full-sized crafts—with every inch of sail set—careering over the ocean, with not another vestige to be seen but her, between you and the boundless sea and horizon, and that interrupted only now and then by her bidding defiance to the angry salt water god, as she rides so gracefully over the billows.

At night, again, when all are comfortably seated at table, hearing some extempore harangue, in imitation of the "stump," or, perhaps, some one who once could sing, doing his best to contribute to the harmony of the evening by attempting "Auld lang Syne," when a cry gets up on deck, "A sail, oh—a sail, oh." A sail at night—in the dark—how is it to be seen? Seen or unseen, the company fly in search of shawls, over-coats, hats, and caps, and scamper away on deck. Sure enough there is a light a long way off. By and by, when you are standing straining your eyes trying to see what you can, a great *whiz* behind you, announces that the captain has sent up a rocket, and there it goes, soaring away, comet-like, up into the sky. The vessel in sight has seen it, and she replies in similar fiery language, and shoots up her voice of the same sort, as much as to say, "We see you," "All well," or "How do you do?" Again and again the rockets go up. She now comes nearer, but still many miles off. She is going east, whilst you are pointed due west, or, perhaps, N. N. W. She is now better seen. The captain has got his practised eye to the night-glass—a clever glass, that, which can discern things in the dark; but so it is, as he declares it to be a steamer. Yes, so it is. You see her long saloon lighted up, showing off her windows, like so many lighted port-holes. Would that you could speak to her—to take word to Liverpool, that you are so far on your way, all well, and have that chronicled by the million-tongued press to all parts of the kingdom. But no, it is too dark, you cannot make out her name, but to give an idea of who she is, she hoists a blue light at her bow and another at her stern, and from the day of sailing of all steamers being known, the time out at sea, and the apparent size of the vessel, the captain can tell you she is a "Cunard" boat. "Yes," says he, "it is the 'Persia,' perhaps; she sailed on such a day from New York—and it must be her"—so down goes the entry in the log-book: "Passed a large steamer, proceeding east, at 10, P. M., on the —— inst." The captain of

the steamer you are on board, returned his signals of blue lights, burning for a few minutes at each end of his ship, and thus the captain of the other steamer knew it to be a steamer also, and would be able to tell, very likely, in the same way what steamer you were on board of, and so, entering it in the same manner in his log-book, you will be reported at Liverpool, after all, on his arrival there, as having "passed a steamer proceeding west, at 10, P. M., on the —— inst.;" and thus signals are exchanged even at night, although, of course, not so particularly as they can be done during the day. In this manner does the voyage proceed every other day, something turning up to interest the passengers, until you begin to hear various talk about, and calculation, how far you are from the "Banks." In your simplicity, you wonder what "Banks" are meant, and when they will be seen. In a day or two, you are startled by the hoarse steam-whistle blowing its voice as a warning to all ahead of it. You are now enveloped in a dense fog, so the whistle continues to blow, alternately with the ringing of a huge bell, and thus the bell-ringing and steam-whistle keep up a continuous noisy concert, sometimes for hours only, but sometimes for days and nights together.

This will be the first intimation, perhaps, that you are "off the Banks." You, no doubt, have an inward desire to *keep off* them, too; but let us inform you, that there is no cause for alarm—as the said "Banks" are quietly "located" at the depth of several hundred feet down, and that there will be that depth of water for you to pass over them. Arrived at what is called "the edge of the Banks of Newfoundland," the steamer is stopped, and the lead is dropped. This is a piece of lead about the size and shape of a policeman's baton, tied to a rope, which it is to convey to the "bottom of the sea." At the end of the lead, there is a hollow, which is filled up with white tallow or grease, and some extended over the end of it. Thus prepared—and the vessel brought to a stand, or a floating position—the lead is dropped into the sea, and allowed to run down by the rope till it finds the bottom. When it touches the ground, the mate who lets it out knows, and, as the rope is marked by knots, denoting distances, he pulls it up, and by and by the lead is drawn on board. A close inspection of the end of the lead takes place by the captain and officers—to ascertain what description of "bottom" there is. If "green sand," you are on the "Grand Bank" of Newfoundland, and with so many fathoms of water below you—so there is no danger of your running aground. That ascertained—and the depth of water there—steam is put on again, and away you go on your course—but only at half speed, as the fog is getting thicker, and the noise of the steam-whistle and bell, is kept up alternately, at intervals, to warn vessels which may be near—although they cannot be seen, till that they are so close, that the man on the look out has to be very vigilant at his post. Supposing, however, that a light wind has sprung up, it has opened one of those peculiar-looking vistas through the fog—and you see the horizon, clear and beautiful, at the end of it—and thankful you are to see your way out of the maize of vapour you have been so long enveloped in. Whilst these mists are clearing off, you will, probably, observe some peculiarly beautiful phenomena during the process—till at last the steam-whistle has ceased its unearthly noise, the bell has ceased its din, and now you are transported into a new world of crystal light—with a cloudless sky overhead, and the sun beaming upon you. You now feel a different being; and, with the cheering news of a change in the wind in your favour, the spirits of all on board begin to dance as light as corks on the waves below you. "Haul away that main-sail, will ye?" shouts the captain. "Let go that main-brace," shouts the first officer—when at it the sailors go, with right good will—and with long pulls, strong pulls, and pulling altogether, they spread out the main-sail. See how they pull; and singing one of their ditties as they pull, and in that stentorian style, which you have heard several times before on the voyage, at all hours of night and day. "Let go that mizzen top-sail, there, will you?" shouts the captain again. "Pull up your slack there, boys"—and with an "Aye, aye, sir" of response from the willing Jacks—you are now sailing with every bit of canvas up; the whole ship —as viewed from the stern—looking like a perfect mountain of canvas spread out before you; and so, with all these set square, and filled by Boreas, and favoured by Neptune keeping the sea quiet, and with the engines working full speed, you are now "going

a-head" at the rattling pace of not less than 13 miles an hour. You have now got over other 24 hours, at that rate, or about it; so, instead of the log showing 180, 200, or 240 miles per day, it now springs up to 312 miles; or—if on board a Cunard boat—up as high as 360 miles—on which there is a shout of "hurra!" in the saloon, as the officer hangs up the board, with the distance announced upon it.

You are now probably within a few hundred miles of New York; and, when all seated again, in the saloon, at night, you are startled on the sudden running to and fro, on deck, as if there was something going forward, when "A sail a-head" is heard. Again, at night! So upon deck all the passengers go, to see what steamer this would be, two days on her way out across the Atlantic. But look! there are two lights—actually two vessels, and both sailing right a-head of you! The captain gives the word, "Port." The helmsman alters the course a little. Still they come on, both pretty near each other, and still coming right a-head, nearly. Who, or what are they? What do they mean? Don't they see your white light up on the foremast, and your green light at one side, and red at the other? Don't they see from that, your vessel is a steamer? The captain and officers are puzzled a little bit. "Port your helm," shouts the captain, a little annoyed, as he cannot make them out. They are sailing craft; that is easy to see, by the position and movement of their lights on the water. One of them is now sheering off to "leeward." "Port, hard-a-port," shouts the captain, again, with redoubled fury. By this time, you and the passengers cannot make out what it all means. Even the captain's inscrutable night-glasses refuse to do duty, or assist only to make the darkness more visible, till at last, the captain, turning round, shouts out once more, and looking not over pleased: "Port your helm, hard a-port, will ye?" "Hard a-port, sir," cries the helmsman. "Stop the engine," cries the captain to the officer on the look-out, amidships—and bang—bang—bang—goes the big sounding bell in the engine room, and the engines are stopped. You all expect "a run into"—but no. Here the lights of the two vessels you have seen come close upon you, and in the dark blackness of the moonless night, two small sails come scudding along, and pass; one of them within 20 yards, and the other about 100 yards off.

In the wink of an eye almost, when the nearest boat reaches opposite your stern, she turns round, hauls down her sail, and pulling up along-side, shouts out something or other. Goodness gracious! what's up? some shipwrecked passengers; pirates, (hints an old lady near you,) coming on board unasked, and without you being prepared to give them a reception of the right sort. What's to be done? You and the passengers are all thronged on the poop of the deck, wondering what is to do. When, in the lull of the wind, you now hear distinctly, "Pilot a-hoy!" Oh, what a deliverance to the said old lady.

Thus, it appears that the two boats seen approaching were no other than two smart Yankee pilot boats, belonging to different companies, running a keen night sailing match, as to who should get first on board of your steamer, and take her to New York. So by this time, a pilot is seen crawling up the gangway, and jumping on deck—a recognition between the captain and the first sample of an American seaman you may have seen in your life takes place—when there is a cordial shaking hands of each other, instead of revolvers at each other—restores the mental equilibrium of all on board, and, with steam once more put on full speed, you go on a-head, whilst the pilot boat hoists its sail, once more, to travel over the sea in the darkness of the night, and have another race for the next ship that shows its light in sight, and more particularly if it is a steamer.

The idea of the "pilot" being on board will, no doubt, have made you feel more safe than ever, more particularly he being an American pilot, and being near home, you presume that, at least, he ought to know, by headmark, every wave as it turns up, as well as he knows the channel of the North River. You are not, however, so near New York as you suppose. These two pilot boats have been out six days and six nights, seeking and watching for you, as they knew when you ought to be in port, as well as your captain did, and in picking you up, that night, they found you some 340 to 400 miles from New York. Going 340 miles to sea in an open boat, for the sake of piloting a vessel up the river! Well, if that is not pushing business, you begin to think you don't know what that means.

Who ever heard of a Southampton, or Liverpool pilot going 300 or 400 miles to sea, to lay in wait for steamers or sailing vessels! But so it is in America. These men go out upwards of 400 miles for that purpose. Eight or ten men start in one boat. When a ship is picked up, they put one on board. The captain must take the first who comes. Leaving one thus on board, they proceed on their search, till they have only as many left as will take the boat home again. A very hazardous life it is. The arrival of the pilot, therefore, has been a great event in your voyage, and as he has brought some New York papers, every thing else is thrown aside, and clusters crowd round the solitary newspaper or two which he has brought, when the crush becomes so great that there is a spontaneous request that Mr. Smith, with the spectacles on, should read out the "latest news," for "*pro bono publico*," or for the general information of one and all who have not heard whether Great Britain still occupied the same position in the middle of the ocean as she did when you left home, or whether the Leviathan had got her steam up.

So Mr. Smith reads out the latest quotations of consuls—that they were $\frac{1}{16}$ worse—that the old lady in Threadneedle street had put on the discount screw, by giving it another twist $\frac{1}{8}$th up—that the "Democratic ticket" was going the whole hog, whilst the "Republican ticket" was driving a-head at the rate of "two-forty"—but what "ticket" you did not understand—that there was glorious news, such as to set the ears and eyes of all in the cabin agog, till Mr. Smith's breath might well be taken away from him almost—the "Cable successfully laid"—when all the passengers concluded at once it was an invention of Mr. Smith, to amuse them, so, with one accord, they would call out, "Gammon," "Humbug," "Fudge," "A sell of the enemy;" and so it went, till at length the paper was torn in the midst of the excitement, and walked off with by Mr. Nobody, who wanted to have a private *tete-a-tete* with the newspaper, and the pilot, before going to bed.

Next morning, you find a strange gentleman seated along-side of the captain, who, with clean-shaved cheeks, bushy beard, thin, sallow complexion, turn-down collar, you really cannot mistake who he is. He is a Yankee, that is certain. But pilots don't appear in such decent "toggery" on the coast of Britain, when on business, nor yet are they, we think, honoured with one of the chief seats at the same table with captain and passengers. But so you will find it to be, and no doubt you will be glad to meet with a man capable of taking a seat at table with the best of you, more particularly when you have an idea, that, to a certain extent, your life and those of all on board are in his hands. On conversing with him, as he paces the deck, you will doubtless find him an intelligent person, who can talk upon a great many subjects, and whose relating an account of his race, the night before, with the opposition boat, on the high seas, must be heard to be enjoyed, so we will not spoil it by attempting to describe it after him. He has now taken charge of the vessel, and he politely tells you you are in sight of land. But where it is, you, nor no one passenger can discover, either with or without a telescope. He points to a streak in the horizon, to the right, as being "Long Island." You begin to "guess" he is quizzing you, when he is calmly backed out, by the captain and officers, who see it, before any passenger does. You may fancy you see something, or nothing, at the very edge of the water point of view. Thus you stand, gazing, till some double-sighted friend declares he sees it, until, by-and-by, it begins to dawn upon the sight of all, in the shape of a narrow line, is if drawn along the horizon with a black-lead pencil. As you proceed on for an hour or so, the line becomes very, very gradually a little larger, till a knoll, like a pin point, rises upon it, and then some are fully convinced they are looking upon Long Island, the first shadow of the mighty continent stretched out behind it. You scarcely believe it, till some time after you are pointed to look at the unmistakeable villas on the beach. Yes, certainly, there they are! You now begin to think yourself near your destination. Then begins to crowd upon you the regret there will be of parting company with some very amiable friends you have become acquainted with, on the voyage out. You feel inclined, almost, to forget all about the rubbishing tea and coffee served up; you are inclined to forget all the tales of misery—and something worse you have heard at the steerage end—but no, you think you are only endeavouring to render others, who

come after you, more comfortable, by letting errors and wrongs be known, that in the future they should be rectified, when it can be done, most probably, at no extra cost to the owners, and who ought to thank you for letting them know of grievances which exist, which they would never hear of, but for such as you.

Sailing up the channel, Fire Island lighthouse is pointed out to you on the right, about 30 miles from New York, and now land on both sides runs along each side. Sailing on, you approach towards Staten Island; if in the evening, the last night's dancing is carried on with extraordinary spirit. Even Mrs. Grundy has nothing to say, although she was sadly disappointed at Mr. Nobody sneaking off with the newspaper before she got a look at the births, deaths, and marriages, and to see if there was any truth in the horrid murder of old Bunkum's wife by old Bunkum himself, and then his own suicide afterwards. No, she would never forgive Mr. Nobody for that; however, she supposed they had newspapers in America, or, at all events, that they got the "Glasgow Herald" from Glasgow, and that she could borrow the loan of it for "tuppence," so as to have all "news of the week" to herself.

It would occupy too much of our space to go into the details of all the incidents on board ship—and the many scenes of interest and pleasurable excitement, as well as danger, sometimes. Between what we have attempted to sketch, and the meals of breakfast, about 8, A. M.; lunch, at 12, noon; dinner, about 3, P. M., and supper, at 6 to 7, P. M., the passengers' thoughts are pretty well occupied the whole passage. A voyage across the Atlantic we take to be one of the best things in the world for a man who has never crossed, or who sees "nothing in it" in any thing at home. We fancy he will get his pulse raised occasionally, and perhaps a little higher than he expected, but none the worse for it after all. In every voyage almost, we should say, that friends are made, and acquaintanceships are formed which last forever afterwards; and, generally speaking, after the first 3 or 4 days of the passage, a voyage across the Atlantic is capable of being made a delightful trip.

## ARRIVAL OFF STATEN ISLAND, OR QUARANTINE GROUND.

We will now suppose you have arrived safe and well at your desired haven, and anchored off Staten Island. If in daylight, you will be much pleased (if in summer) with the exceeding beauty of the scenery all around, and the magnificent bay before you, where as many as 100 sail sometimes are to be seen lying at anchor.

You will now be thinking about your luggage, etc., but previous to your starting up the river, the United States surgeon from the quarantine establishment on Staten Island, will make his appearance on board, as well as the custom-house officers, if they have not done so the moment you anchored. The doctor will examine all the steerage passengers and crew, and hear a report from the captain as to the health of his passengers. Any who are unwell and not able, or not thought advisable to proceed, are removed from the vessel, taken ashore at Staten Island, and placed in the lazaretto there until they are quite recovered.

We may here allude to the quarantine establishment on Staten Island having been the scene of a disgraceful riot on the part of the inhabitants there, against the quarantine buildings, which they burned down last September, being afraid of yellow fever, or reported cases of such being in the lazaretto there. They were anxious to get rid of the whole establishment, and used sword, pistol, and fire to accomplish their vicious purpose. The buildings, however, are to be rebuilt, the State government being determined that the quarantine establishment shall remain there, although to the annoyance of a few individuals.

Having passed quarantine, you will now sail up the river, admiring, no doubt, the gorgeous scenery on each side, and the immense river before you, when you arrive off the government emigration depot at Castle Garden.

Before landing at New York, you will have to pass under the review of the United States custom-house officers, more particularly as to what you have with you in your packages.

## EXAMINATION BY CUSTOM-HOUSE OFFICERS.

Before you are allowed to leave the vessel—supposing you to arrive at New York or some other port in the United States—with the custom house officers on board, the whole of the passengers' baggage will be hauled on deck, each passenger looking after his own, and getting it all placed together. When you have got yours all in one place, be ready with the keys of your boxes, so as to open them when your turn comes, and exhibit the interior of them, and be ready to show that you have nothing you wish to conceal as being contraband, or liable to duty. Should you have any pieces of cloth, dress-pieces, or any thing of that sort, the best way is to show it, or say you have such, and the probability is, that, being intended to be made up for private use, they will pass it, although we believe they have a right to charge duty upon some sorts of such. We have seen some laughable cases in trying to evade the custom laws, and, as a sample, may mention the last, which was the case of a young lady, who, being desirous of smuggling in a dress-piece of merino, took the precaution to have it made up into a bustle. The sharp eye of the officer conceived the lady to be rather bulky in that part of her person, and the consequence was, the said young lady had to go to her cabin, undress, and deliver up what she had there. Her mortification was increased, when the officer told her, that if she had told him what she had, and that it was for private use, he would have allowed it to pass, but in her attempting to smuggle it into the country, he had no alternative but seize it.

It is the worst thing possible, to try to evade the customs laws and duties.

The officers will, generally speaking, be found to be in every respect disposed to give as little trouble as possible to emigrants and travellers. We have found them polite, obliging, communicative, gentlemanly men, but quite up to their business, which is one very much apt to try even the temper of a saint, seeing the number of stupid people they have to deal with.

By no means have any of your boxes *nailed down*, if you can help it. If you have, see that they are nailed with *screw nails*, and that you have with you a screw-driver, to unscrew them, so as to have them ready for inspection.

Any thing which is liable to duty—or packages suspected of containing such—is generally marked P. S., meaning that it is to go the Public Store for inspection. Any of yours so marked, you will inquire of the officers where to apply for it.

The luggage of the cabin passenger has to undergo the same process as that belonging to the steerage passenger. After the steerage passenger's luggage has been passed, and they, with their luggage, have left the ship for Castle Garden depot, the vessel, if a steamer, will, most probably, move up the river to her wharf, to discharge her cabin passengers.

The instructions given regarding the passing of luggage of steerage passengers applies to cabin passengers—only cabin passengers will get no checks, as their baggage is not put off from the ship, but remains on board till they disembark at the wharf, unless when they are disembarked before the steerage passengers, and landed at the Custom-house quay. Even then, they get no checks.

## CHECKING BAGGAGE AFTER IT IS PASSED THE CUSTOMS.

Supposing that you have got your baggage passed on board ship, all right, one of the officers will hand you what is called a "baggage-check," being a small brass ticket, with a certain number on it. You keep that check or ticket. He places another one attached to a leather strap upon your baggage, having the same number as the one he gave you. For every separate article which you have, you will get one of these checks, every one will have a different number, each check and number corresponding with the check and number affixed to your package. After you have got these checks, you need be under no apprehension about your baggage, as the party who gave you the checks will look after it,

and will not deliver it up till he gets from you (or some one else) the checks with the numbers corresponding to those upon your luggage; so that no one can get your luggage without having such checks or tickets, and being able to tell your name, and the name of the ship you came by. You will see, however, the importance of taking care of your "baggage-checks," and see that you get one for every package you have.

If you are an emigrant or steerage passenger, and arrive at New York, the luggage will be conveyed to the emigrant depot—viz., a round house close at hand—what is called "Castle Garden." You accompany it to that place, where you will receive any information you may require. This establishment belongs to the United States Government, and is a most excellent one for the protection of the emigrant, for whose benefit it is carried on.

## CASTLE GARDEN, NEW YORK.

The establishment of Castle Garden depot is an institution most creditable to the United States Government Emigration Commissioners—alike in its objects, its management—in the incalculable amount of protection it affords to every emigrant who arrives in New York against plunder and swindling of every description, and the interest it takes in the emigrant, and the assistance it renders him.

No one can properly appreciate what those services are, unless he had been witness to the truly fearful scenes which occurred on the landing of a ship-load of emigrants, with their baggage, previous to its establishment.

It would take up too much of our space to explain every thing which is done for the emigrant there. If we say, that there he is received by kind and attentive friends, who will see that he is not plundered, either in the establishment or out of it, if they can prevent it—who will see that he gets proper tickets to his destination, and pays no more for them than he ought to do?—if sick, assist him into a humane infirmary, and keep him there free of expense till he is better—see that he goes to a boarding-house where himself and property will be safe, and who will lend him money, even, to enable him to get to his destination—we say no more than the actual truth.

The moment a ship stops opposite Castle Garden, an officer from it goes on board, and there takes charge of all emigrants' baggage, giving them "checks" for it.

We will suppose that you are about to arrive in New York. After leaving the ship, you proceed in a large barge, or steamer, to Castle Garden landing. On landing, you will be shown the way into the interior of the building. Entered it, you proceed to a desk, where the "Registrar" sits, with a book before him, in which he enters your name, where you are from, and to where you are going. You are then passed on to another clerk at the same table, to whom you mention where you are going. He will then give you a small printed slip, filled up with all the particulars which you have told him; and suppose, for instance, that you are going to Chicago, you take that printed slip to another desk, where the clerk will furnish you with tickets which will take you to Chicago.

Whilst you have been registering yourself, and getting your tickets, the baggage has, in the mean time, been taken from the steamer, and safely secured in the "baggage department" of the establishment. If you wish to get it at once—or whenever you do wish to get it—you apply at a window, in another portion of the building, where you will observe "English Luggage" painted upon it. On the production of your baggage-checks your baggage will be brought and handed to you, when you then give up your checks. If you have lost or mislaid your baggage-checks, you will not be able to get it without delay and trouble. Previous to your leaving, get your baggage taken to the weighmaster, to have it weighed; that is, supposing you are proceeding into the country by rail. Your baggage is there weighed, and for every pound weight which you have above 50 lbs.* you will have to pay

* The charge for carriage of baggage, over the 50 lbs. weight allowed free, is about 20 cents (10*d.* stg.) per 100 lbs., for every hundred miles. Thus, 100 lbs. weight for 1200 miles, will cost $2.40 (or 9*s.* 8*d.* stg.).

so much per 100 lbs. for freight—the rate being according to distance—the railway companies not allowing any more than 50 lbs. weight free to each passenger. After you have got it weighed, you get a printed certificate, stating the weight, and how much you will have to pay—of over-weight. The weighmaster will then receive the money for over-weight from you, provide you with a printed slip, stating that you have paid so much, and how many packages you have, and the number upon them—so that you run no risk whatever, on your journey, of being imposed upon in any way—your tickets, per rail and steamer, and your ticket respecting your baggage, being all you require. Your luggage thus in safe keeping at Castle Garden—and your tickets in your pocket—you are ready to be conveyed to the railroad station or steamboat wharf. Yourself and baggage is taken there free, and thus you are started on to your destination—having, thus far, experienced more attention than you would have received from some friends, probably. If you remain in New York any time, see that you do not, in company—probably with other emigrants—get your baggage-checks mixed with theirs—as is sometimes done—to the future annoyance of yourself and the authorities at Castle Garden—who will only deliver up the baggage for the checks having the corresponding numbers on them.

We may mention, that, in the baggage department, there are, sometimes, as many as 4000 trunks, boxes, and "pieces" of baggage, of one sort or another, and yet all are so methodically entered in their books and numbered off into the baggage sheds, that any one piece can be found at once—its locality being known by a certain letter and number upon it.

It frequently happens that emigrants arrive with, probably, not one penny in their pockets—friends who have, perhaps, shipped them off, from Europe, not considering or caring how they are to reach their destination—or if "booked through" with tickets which may be right, or wrong, did not consider what such unfortunate emigrant was to do for food on his journey, after arrival here. In that case, the Castle Garden authorities do not allow him to starve—but they see what baggage he has got. According to the value of it, they advance him a certain amount of money—upon the understanding that when he gets to his destination, he will remit the money to their superintendent, as soon as he can. Although it should be 6, 9, 12, 18 months, or even 2 years, not one farthing is charged for interest. We had the curiosity to look over the pages of this loan-book, and it shows most praiseworthy specimens of honesty on the part of the poorer classes who received such temporary assistance. The sums lent, averaged from $2 to $50 (8s. to £10 stg.). Out of 33 names on every page, many pages were clean paid up; and the exception seemed to be to the extent of 1 or 2 in every 33 not yet refunded. Until the money is refunded the baggage is retained. When the money is advanced, so much is advanced in tickets, to destination—and so much in money. We may mention, that a sum of about $5000 (or £1000 stg.) is kept continually as a floating debt—in this manner—in relieving the necessities of the poor and unfortunate, in the manner described.

Another feature in the establishment, is, taking care of children, who are sent out alone, by friends—with no money, or food, and with no other address than "America"—as if it was some small village they were sent to.

On the occasion of our visit, we were shown a little boy and his sister—from 8 to 10 years of age—who had arrived thus from Ireland. In no instance is the real philanthropy of the establishment better shown than in such cases. These two interesting little things had travelled fully 3000 miles—to search for their father in a country some 3,000,000 miles in area, and not a person to care for them on arrival. No letters for them, about them, or with them. There they were, under the protecting care of the establishment, who was seeing that, at least, they had the necessaries of life and a home. They had called in the assistance of the Catholic priesthood—who render most valuable assistance in all such cases—and by their means, and advertising for the parent, they may find him—and when he is found, these two little children will be forwarded per rail, or steamer, probably 1500 miles, with a label fastened round their bodies showing their destination, and to be forwarded, like express parcels, till they reach there. If such an

establishment did nothing more than that, in such cases, it would be worthy of all commendation.

Emigrants arriving—expecting to meet friends, and disappointed—others, who expect letters, and are disappointed—others, wishing to write to friends, but who cannot write—others, who receive letters, but who cannot read them—and all such cases, meet with every assistance and the best advice in Castle Garden.

There are no beds fitted up, or furniture, same as a hotel; but emigrants, whose means are limited, sleep on the floor and benches of the premises—having bedding, etc., of their own—which they are privileged to use in particular portions of the building.

Such privilege is largely taken advantage of. Sometimes as many as 2000 have been known to sleep under its hospitable roof at one time, rather than go and spend their scanty means in a boarding-house for the short time they are to be there.

In another portion of the building, provisions—such as milk, bread, cheese, with sausages, tea and coffee, etc., either cooked or otherwise—are supplied; and we can bear testimony to the very superior quality of every article supplied—and at the lowest possible prices. Families can there buy their tea and coffee, and cook it for themselves, at the large cooking stove in the kitchen set aside for that purpose, where hot water, fire, etc., etc., is supplied, free of charge, besides the use of washing-rooms in another part of the building.

Emigrants, on their arrival at Castle Garden, undergo an examination by the government surgeon, to see that none of the "lame, the halt, or the blind," are landing, so as likely to become a public charge—or others who are unwell, and require to be sent to the hospital at Ward's Island, close at hand. Castle Garden was established in the year 1855, by the Government Emigration Commissioners, as a forwarding emigration depot, and we wish it to be understood, that in the imperfect sketch we have here given of it, it is impossible for any one to conceive the large amount of good it has done—and is doing every day—to the poor, the ignorant, the needy, and the helpless stranger, as he arrives on those shores. Much as one hears of the undoubted philanthropy and benevolence of England—with the occasional side-winded sneers which are levelled by some parties, in their ignorance, at America, her institutions, and people, when they hear of any thing, from which they may take a lesson—it occurs to us, that Great Britain has something yet to do, in the way of affording some such protection and assistance to the poor, ignorant, and penniless stranger who lands on her shores, and out of the books of Castle Garden, in republican New York, we think she may take a lesson or two with some advantage.

If, therefore, you, as an emigrant, arrive at Castle Garden, you have only to ask for information and you will get it. If you live outside of it, for a day or two, you should leave your baggage inside, checked; have your checks with you—but on no account, whatever, give them up to hotel-keepers, boarding-house keepers, or in fact to any one, as, if you do, it may be the last you will see either of checks or baggage—as, by producing your baggage-checks at Castle Garden, your baggage may be got by any one.

There are 3 boarding-houses where British emigrants, and 3 others where German emigrants can be recommended to go, on applying to the officers of Castle Garden, and hotels are also recommended to suit the means of each individual.

Castle Garden, inside, has the appearance of a circus, with a seated gallery, or sort of amphitheatre all round it—with doors opening out on a terrace, which goes round the building—and from which one of the finest views of the river and opposite shore is to be had.

The building was used, formerly, as a fort at one time—at another, as a circus—at another, as a theatre—as well as for public meetings. Now it is a permanent institution, devoted by the Commissioners of Emigration to a most worthy purpose.

The superintendent of Castle Garden is Mr. John A. Kennedy—to whom we are indebted for the foregoing information—and who has our thanks for the attention and trouble he took to explain all particulars respecting this truly noble institution. Emigrants

can send messages, or letters to Mr. Kennedy's care, and he will see them attended to, regarding any passenger who is expected by any particular vessel. In this way emigrants receive messages from their friends before they leave the ship. He receives, on an average, 25 to 30 letters every day—pertaining to emigrants and their affairs—which will give some idea of its immense public utility.

After all, however, Castle Garden has its enemies, in the runners, low boarding-houses, etc., outside of it, and the proprietors of property in the neighbourhood, whose incomes have been lessened by the nefarious trades of such "rowdy" establishments being "done up," by the establishment of Castle Garden.

Castle Garden is supported by the "head money" of $2 levied on every emigrant, which is paid by the ship, and a percentage of 20 per cent they derive from the tickets they supply, which percentage the passenger does not pay for, it being the usual commission allowed by the railway and forwarding companies, for the sale of tickets to agents. The tickets of every conveyance company are sold within the premises.

## ARRIVAL AT NEW YORK.

Supposing that you are now about to set foot on American soil, for the first time, a few hints may be useful.

You want, no doubt, to go to a hotel. If you have not made up your mind what hotel to go to, or that none of the passengers, whose acquaintance you have made, know of any; but whether you have made their acquaintance or not, and they can tell you—your best plan is to ask the purser of the ship to give you the name of a respectable hotel—according to your means—or consult the list of hotels in New York, in this work—all of which are respectable. (See article on "Hotels in America.") If in a steamer, the purser, or captain, will be obliging enough to tell you all they know. Before, therefore, you leave the ship, have your mind made up to go direct to one house, or another, and when once made up your mind to go there—allow no stranger to persuade you to go elsewhere. By all means avoid what are called "runners." (See our notice of this class of public pests.)

You are now all ready to go on shore, perhaps. Well, you will find a lot of cabs, or "hacks," perhaps some omnibuses, and a lot of "express carts," ready to convey you and your luggage to a hotel. Cabs are most expensive, sometimes, so that the man of ordinary means very often hires an express cart. The charge for a cart is about 25 cents—equal to a quarter of a dollar (or 1*s.* stg.) for every package. You may be asked so many shillings—one, two, three, or four shillings, as the case may be; but recollect that it is what are called York shillings that are meant, and that is just so many *sixpences* stg. One York shilling being the same as one sixpence stg., and one sixpence York means three-pence stg. Before now, we presume, you have studied our remarks on American coins, and their value in sterling money.

Make a bargain with either cabman, or express-cart driver, for the fare, recollecting, that almost all such are ready to get as much as they can from you. For a cab, 2*s.* stg. is about the fare from the ship to the hotel, unless it is an extraordinary long way off, and few of which are so in New York; luggage extra.

If you hire an express cart, get a ticket from the driver—with his name and address. Keep it. See that he places all your luggage on his cart—and that no one but him carries it on shore for you. Seeing it safely, and all right, on his cart—he will drive you up also—or you can walk, following the cart—(best to ride with him)—to the house you stop at. If any of your fellow passengers will join you in engaging an express cart, it will lessen the cost to each—depending altogether upon the bargain made.

Sometimes omnibuses, from some of the large hotels, are in attendance. You will see the name of the hotel marked on the omnibus.

In case you have made up your mind, to try and get employment in New York, we

may make a few remarks, for your guidance, in looking out for work—supposing that you have no acquaintance there.

## SEARCHING FOR EMPLOYMENT.

On your arrival in this country as an emigrant, and at the town where you purpose settling, you are probably desirous of securing a situation.

In getting a situation, you may not succeed so soon as you would like, and from the fact of your being a stranger and never having worked in this country, you will, on that account, not succeed so soon as you would otherwise do.

The most important advice we can give is, for you to make up your mind at once to take the very first situation which offers, *no matter what it is*, as, once in employment, you will have weekly wages coming in, and be in a position to improve upon the situation you have obtained, by keeping your eyes open. In other words, take a situation, however menial it may be considered at home, and make it a stepping-stone to something better and more to your mind. No description of labour in this country is considered menial, and looked upon in the same light as it is in Britain. You ought to remember, that the man who earns an honest living—for instance, by casting the walking-beam of a steam-engine—is considered just as good a man (so far as working and respectability goes) as the man who shovels out gold and silver over a bank counter. In fact, if there is any difference in the two, the producer of wealth is looked upon as a more valuable man than the mere distributor of it.

We will illustrate what we wish to convey to the minds of the working classes who may come here, trying to find employment, by giving the case of a moulder, who came out here some 3 years ago, with a wife and young family. He was a first-rate workman, and a sober man. For 3 weeks that man searched and re-searched all over the city of New York in quest of employment as a moulder, but could get no employment. His means getting low, his case was a serious one, as may be supposed; something was required to be done. He was told, if he asked to fill a vacancy, as a moulder only, he might never get a situation, but if he would ask for employment of any description, and be ready to take it where he called at, he might find it. Necessity compelled him to take the advice, and the next day he got a job to pick cinders in a yard at a dollar (4*s.*) per day. The foundry where he called at had no room for a moulder *then*, but offered him the situation to pick cinders. Although inclined inwardly to turn up his nose at the offer, he was glad to accept it, and for two months did he remain doing nothing else. After that time, he got a situation in the moulding-shop, and from low wages he rose to $12 (or 48*s.*) per week, and it is now well on for 3 years since he entered that foundry, a very steady workman, under good employers.

It will be seen, therefore, that this man had been going for 3 weeks "on the wrong track" in trying to get employment, and it is that very thing which we wish to impress upon the minds of all who wish to get a situation, viz., to take the first which offers, if it should even be to drive a coal-cart, or, like the moulder, to "pick cinders." Once in a situation, you will find ways and means to get another, and a better one. So long as you are out of employment, and never having been in any situation here, you may remain out forever, if you go upon the wrong plan in trying to get it, or too fastidious about the nature of the employment when offered to you.

We have known of compositors, again, when no place was to be got in a case-room, take a job at "feeding" a printing-machine, but who were not long at that, before they were up in the case-room at good wages.

Our remarks apply to all classes generally: the draper, if he cannot get a situation as a salesman, may be glad to take one as a light porter at first, and so on in other trades and professions. Never lose the chance in making a start, in some way or other, when you have it. The same remarks apply, in trying to find employment, in any city or town.

Supposing that you are about travelling to a distance, we will now explain a few necessary particulars regarding baggage-checking.

## BAGGAGE AND BAGGAGE-CHECKS.

In travelling through America, the stranger from Great Britain will find a most excellent system in operation for taking care of passengers' luggage, (or *baggage*, as it is universally called here,) and one which relieves the traveller from all further concern or trouble about it after he has taken his passage on board steamer or on the railroad—a system very much superior to any thing that we have ever seen in Great Britain, excepting from London to Brighton, or London to Paris.

When you arrive at a railroad station, and after you have got your ticket, you apply to have your baggage checked to your destination. Suppose you wish to go from New York to Albany, you inform the baggage-master at the station, whom you will see with a lot of leather straps, with two brass tickets on each, hung over his arm. Each of those tickets on the strap has the same number stamped on them. The one ticket is loose, and the other fixed to the strap. You tell him you are going to Albany, and show him what packages you have. Each package is called a "piece," in America. Suppose you have 3 packages or pieces; he takes one of the straps from off his arm, slips off the loose brass ticket and gives it to you, with, say No. 1000 upon it, the duplicate of that he fixes upon one of your packages with the strap to it. He then gives you another ticket or check, No. 1001 upon it, and fixes another strap and check upon it, with same number, upon your second package; and for the third package he gives you check No. 1002 upon it, and fixes a strap, with a check with same number, on it, and so on.

After you have thus received your checks, your baggage is "checked through;" you have nothing further to do with it, and require to give yourself no more trouble about it, as no one, not even yourself, can get the baggage without delivering up the checks.

Arrived at your destination, you deliver up the checks, or, if you give them to a cabman or omnibus conductor, he will get your baggage and deliver it wherever you like.

In some cases, travellers cannot get their baggage checked further than certain points. For example, emigrants going from New York or Albany to Chicago—some 1200 miles off—and going via Suspension Bridge (Niagara Falls), get their baggage checked only *to* Suspension Bridge. On arrival there, the baggage has to be re-checked, that is, the same process gone through as at starting, to wherever you are bound for, or as far as it can be checked to, from there.

When getting your checks, you must ascertain how far your baggage is checked—if not checked to your destination—and when you get to the station to which it is checked, get it re-checked forward. In some cases, parties may travel upwards of 1000 miles, and have their baggage checked only once all the way, and have no trouble about it.

Who will say that this system is not superior to a general scramble for luggage on arrival at a station, and some sharper, perhaps, walking off in a hurry with your portmanteau, simply because he *may be* the proprietor of it, for any thing the guard or porter at the railway station may know to the contrary.

No luggage is taken in charge by the "baggage-master," on a train or boat, without being checked.

## INTELLIGENCE OFFICES.

The stranger, seeing the sign up, "Intelligence Office," would be apt to suppose it to be some benevolent institution for directing the stranger to any particular place, or affording information regarding any thing he might want to know about the city. The Intelligence Office has no such mission to fulfil, but simply, in some cases, to find employers for servants, and servants for employers—being what is called in England a "Servant's Registry." Entering, for curiosity, one day into one of these Intelligence Offices in New

York, we found upwards of 150 females—of all ages and sizes—waiting to be hired, all seated on forms—some with the fresh hue of the Green Isle upon their swarthy faces, and others with the sallow complexion of veteran "New Yorkers." The proprietor of the establishment has his regular customers—in the shape of hotel keepers and families—who pay him so much per annum to keep them supplied with "help," and when one servant is discharged, all that is necessary is to send to the Intelligence Office for another likely hand. In some establishments, no fee is charged to the servant; in others, there is a fee charged when a situation is obtained.

In certain cities in the west, however, the term "Intelligence Office" means a pawnbroking establishment as well—in some of which it is not very safe to pledge any thing which you may wish to recover when you want it.

## EXPRESSION OF OPINION BY STRANGERS IN AMERICA.

We will now presume that you have got comfortably "located" in some of the cities and towns in this country. A few hints, by way of reminding you of your position, and for your future guidance, may not be out of place here.

First of all, then, it will be best for you to remember that your position is that of a foreigner in this country—and you need think it nothing strange if you are looked upon as such by the natives of America, and that they look upon you in a similar light, and with similar feelings, to what you or others in Great Britain may have looked upon Americans, or other foreigners, who have settled there. To all intents and purposes, therefore, you are a foreigner here, and it will be better for you to remember that fact, and act and express yourself in a manner becoming a foreigner, who has a great deal to learn regarding the customs, habits of the people, laws of the country, and courtesies of every-day life which are observed, as well as regards politics. For some considerable time, therefore, after your arrival, we would advise you to be more of a listener than a talker upon public matters here—particularly the politics of the country—as we have little doubt that you would consider the Frenchman or the German, who, only after a short residence in Great Britain, and not understanding—or understanding very imperfectly—the politics and various matters connected with government there, not very well qualified to express a proper opinion on such a subject, and should he be presumptive enough to do so in a dictatorial, bullying, or offensive manner, you would be apt to look upon him as an imprudent, blustering, ignorant fellow. Should you, therefore, act a similar part here—as the European foreigner alluded to in Great Britain—you need not think it strange, if you should be looked upon in the same light, also, although you may not be told so, perhaps, so out-spokenly as you would tell the foreigner at home.

You may see many things which are different from what you have been accustomed to, and observe things done in a different manner to which you have seen them done in Great Britain—but, depend upon it, before you are long in the country, you will find out that things exist here in a condition—speaking generally—best suited for the people, climate, and other circumstances of the country.

In matters of politics, particularly, you will do well to be careful how you express yourself, until you understand the many phases of politics and political life which exist in this country, and to understand that, is not the work of either weeks or months. Regarding the question of slavery, for example, upon which you have been brought up to hold certain opinions, you will find it to your advantage to be as silent upon that topic as possible, although you will find thousands who quite agree with you in your detestation of it, and coincide with you in opinion generally. Connected with this matter, as you no doubt are aware, a great agitation is, and has been, on foot in this country amongst Americans themselves, in favour of its abolition. It being a question of such magnitude, and one of the social institutions of the country, you had better allow the agitation of its abolition, therefore, and the whole question respecting it, to be settled by the Americans themselves, more particularly if you are only a transient visitor in the country. If you are a settler, and have be-

come a citizen—have resided five years in the country, and become naturalized—and have an interest and stake in the country, then, but not till then, will it be prudent for you to take any active part in such matters. By calmly listening to both sides of the question when you hear it discussed, or reading and judging for yourself from what you will see printed regarding it in this country, you will be all the better able to understand that subject, as well as others of a social and political character, when you are a naturalized citizen of the country, and entitled to express your opinion, and advocate your views, as well as any one.

If you have strong feelings upon any particular subjects, such as slavery, you must recollect that Americans have also strong feelings, and although differing from you in opinion, and being natives of the country, they are entitled to all respect from you, a comparative stranger here, and who, consequently, cannot be so well "posted up" in such matters, until, as we have said before, you have been some considerable time in the country. Our remarks apply more particularly to cases where you find yourself in the midst of a miscellaneous company—where the subject is being discussed, and advocated for and against. If you are in the company of an intelligent and well-bred American alone, you may, if occasion requires it, express your opinion with all freedom; and you will find by doing so, in a gentlemanly and becoming manner, you will be met in the same spirit. On the other hand, you may meet with abolitionists, with whom you may find yourself at home, and agree with on this much-vexed question. We would have you to bear in mind, also, the fact, that many who have come to this country with very strong anti-slavery ideas and sentiments, have, after a residence of some years, had their preconceived notions very much modified, and, in some cases, totally changed on the subject, more particularly as to the *modus operandi* by which slavery is to be abolished. Some clergymen, even, who were red-hot anti-slavery advocates in Great Britain, are now actually holders of slaves—some of them belonging to the sects of religionists who are considered the most strict—a proof what the change of circumstances, and where self-interest is concerned, will effect in the sentiments of individuals.

## MONEY OF AMERICA.

In the United States, the currency is in dollars and cents. The copper coin, consists of a one-cent piece only. It is of two sizes—the newest being about the size of a British farthing—but thicker and with a half silvery appearance. The old cent piece is of copper, not unlike, a halfpenny. The silver coins consist of pieces denominated—3 cents, or 1½*d* stg.; 5 cents, (half dime,) or 2½*d*. stg.; 10 cents, (one dime,) 5*d*. stg.; 25 cents, (about 1*s*. stg.,) or ¼ dollar; 50 cents, (half dollar,) or 2*s*. stg.; and one dollar, or 4*s*. stg.

The gold coins consist of $1, one dollar, or 4*s*. stg.; $2.50, or two dollars and half, 10*s*. stg., (called ¼ eagle); $3, three dollars, or 12*s*. stg.; $5, five dollars, or ½ eagle, 20*s*. stg.; $10, ten dollars, or one eagle, 40*s*. stg.; $20, twenty dollars, £4 stg.; and $50, fifty dollars, £10 stg.

As explained elsewhere, the above is not the value you will get in the States for British money—as there is the difference of exchange to be deducted, when you come to change it here. Only, the foregoing, with the annexed tables, will explain all that is generally necessary to be known, more particularly in Great Britain.

In addition to the above, there are old Mexican silver pieces in circulation, which are good enough, to those who know them; but if you do not know them, you had better refuse taking them in change—as you may take some "bogus" money by mistake.

In Canada, you will have three currencies to count by—the British currency, the Halifax currency, (used in Canada,) and the American currency.

There is no doubt but that the American currency is the easiest and simplest to transact business by—being much easier to count by tens than any other.

The currency in Canada is now assimilated by law to that of the United States, and is cer-

tainly a change for the better. All accounts in banks and government offices are now kept there in dollars and cents.

To enable you to know, however, the relative value of the three currencies, we append tables which, we hope, will be found useful, and easily understood.

In the government offices, such as post-offices, etc., *no bank bills are taken* as payment, and they are very particular in refusing defaced coins; so act accordingly.

You will find, in travelling, that the small $1 pieces are very handy—only you require to have them in a bag or something by themselves, otherwise you may lose them, as they are scarcely the size of silver 3*d.* piece. Carry no bank notes of one State with you into another State.

Bankers do not take, on deposit account, the notes of any bank out of the State they reside in. You must, therefore, take them to a broker, and get him to give you gold, or proper notes for them, with as small "a shave" as possible for his trouble.

York money is thus denominated—threepence, stg., is 6*d.* York; sixpence, stg., is 1*s.* York; one shilling, stg., is 2*s.* York, and so on. When asked the price of any thing in shillings and sixpences, ALWAYS conclude it is York money which is meant.

Penny pieces should not be brought to America, as they go only for one cent each. Half crowns and crowns should not be brought.

Shillings, sixpences, and halfpence are more useful than some—but American coins are the best to bring, if you can get them.

The British shilling is worth 22 cents; twenty shillings, stg., is worth four dollars and eighty-three or four cents.

## BRITISH AND CANADIAN CURRENCY.

In Canada, money is worth as follows:—

| | | | | | |
|---|---|---|---|---|---|
| £1 sterling | = to | £1 4*s.* 4*d.* | currency. | 2*s.* sterling | = to 2*s.* 5½*d.* currency. |
| 10*s.* " | = to | 12*s.* 2*d.* | " | 1*s.* " | = to 1*s.* 3*d.* " |
| 5*s.* " | = to | 6*s.* 1*d.* | " | 6*d.* " | = to 7½*d.* " |

Canada £ is $4; Canada shilling is 20 cents; Canada sixpence, 10 cents; sevenpence halfpenny, 12½ cents; one shilling and threepence, 25 cents; two shillings and sixpence, 50 cents, in American currency.

## BRITISH AND AMERICAN MONEY.

EQUIVALENT PROPORTIONS.

| *Cents.* | | *Pence.* | *Cents.* | | *s.* *d.* | *Cents.* | | *s.* *d.* |
|---|---|---|---|---|---|---|---|---|
| 1 | is equal to | ½ | 13 | is equal to | 6½ | 50 | is equal to | 2 0 |
| 2 | " | 1 | 14 | " | 7 | 55 | " | 2 2½ |
| 3 | " | 1½ | 15 | " | 7½ | 60 | " | 2 5 |
| 4 | " | 2 | 16 | " | 8 | 65 | " | 2 7½ |
| 5 | " | 2½ | 17 | " | 8½ | 70 | " | 2 10 |
| 6 | " | 3 | 20 | " | 0 10 | 75 | " | 3 0 |
| 7 | " | 3½ | 25 | " | 1 0 | 80 | " | 3 2½ |
| 8 | " | 4 | 30 | " | 1 2½ | 85 | " | 3 5 |
| 9 | " | 4½ | 35 | " | 1 5 | 90 | " | 3 7½ |
| 10 | " | 5 | 40 | " | 1 7½ | 95 | " | 3 10 |
| 11 | " | 5½ | 45 | " | 1 10 | $1.00 | " | 4 0 |
| 12½ | " | 6 | | | | | | |

SILVER COINS.

| *s.* | *d.* | | | | |
|---|---|---|---|---|---|
| 0 | 1½ | sterling | = to 3 | cents | = 3 cent piece. |
| 0 | 2½ | " | = to 5 | " | = half dime. |
| 0 | 5 | " | = to 10 | " | = one dime. |
| 1 | 0 | " | = to 25 | " | = quarter dollar. |
| 2 | 0 | " | = to 50 | " | = half dollar. |
| 4 | 0 | " | = to 100 | " | = one dollar. |

GOLD COINS.

4*s.* sterling = 100 cents = one dollar,
10*s.* " = 250 " = quarter eagle, or 2½ dollars.
12*s.* " = 300 " = three dollars.
20*s.* " = 500 " = half eagle, or 5 dollars.
40*s.* " = 1000 " = eagle, or 10 dollars.

## MONEY TABLE.

Equivalent sums in Dollars and Cents, Sterling and Canadian currency.

| U. STATES. | STERLING. | | | CANADIAN. | | | CANADIAN. | | | STERLING. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $ cts. | £ | *s.* | *d.* | £ | *s.* | *d.* | £ | *s.* | *d.* | £ | *s.* | *d.* |
| 2 | | | 1 | | | 1¼ | | | 1 | | | 0⅜ |
| 4 | | | 2 | | | 2½ | | | 2 | | | 1⅜ |
| 6 | | | 3 | | | 3¾ | | | 3 | | | 2½ |
| 8 | | | 4 | | | 5 | | | 4 | | | 3¼ |
| 10 | | | 5 | | | 6 | | | 5 | | | 4 |
| 12½ | | | 6 | | | 7¼ | | | 6 | | | 5 |
| 14 | | | 7 | | | 8½ | | | 7 | | | 5⅝ |
| 16 | | | 8 | | | 9⅝ | | | 8 | | | 6⅝ |
| 18 | | | 9 | | | 11 | | | 9 | | | 7½ |
| 20 | | | 10 | | 1 | 0 | | | 10 | | | 8¼ |
| 22 | | | 11 | | 1 | 1¼ | | | 11 | | | 9 |
| 25 | | 1 | 0 | | 1 | 2½ | | 1 | 0 | | | 9⅜ |
| 50 | | 2 | 0 | | 2 | 5¼ | | 2 | 0 | | 1 | 7⅜ |
| 75 | | 3 | 0 | | 3 | 7⅝ | | 3 | 0 | | 2 | 5½ |
| 1 00 | | 4 | 0 | | 4 | 10½ | | 4 | 0 | | 3 | 3½ |
| 1 25 | | 5 | 0 | | 6 | 1 | | 5 | 0 | | 4 | 1¼ |
| 1 50 | | 6 | 0 | | 7 | 3½ | | 6 | 0 | | 4 | 11¼ |
| 1 75 | | 7 | 0 | | 8 | 6¼ | | 7 | 0 | | 5 | 9 |
| 2 00 | | 8 | 0 | | 9 | 8⅜ | | 8 | 0 | | 6 | 7 |
| 2 25 | | 9 | 0 | | 10 | 11½ | | 9 | 0 | | 7 | 4⅜ |
| 2 50 | | 10 | 0 | | 12 | 2 | | 10 | 0 | | 8 | 2⅜ |
| 2 75 | | 11 | 0 | | 13 | 4½ | | 11 | 0 | | 9 | 0½ |
| 3 00 | | 12 | 0 | | 14 | 7¼ | | 12 | 0 | | 9 | 10¼ |
| 3 25 | | 13 | 0 | | 15 | 9⅝ | | 13 | 0 | | 10 | 8¼ |
| 3 50 | | 14 | 0 | | 17 | 0½ | | 14 | 0 | | 11 | 6 |
| 3 75 | | 15 | 0 | | 18 | 3 | | 15 | 0 | | 12 | 4 |
| 4 00 | | 16 | 0 | | 19 | 5½ | | 16 | 0 | | 13 | 1⅜ |
| 4 25 | | 17 | 0 | 1 | 0 | 8¼ | | 17 | 0 | | 13 | 11⅝ |
| 4 50 | | 18 | 0 | 1 | 1 | 10⅜ | | 18 | 0 | | 14 | 9½ |
| 4 75 | | 19 | 0 | 1 | 3 | 1½ | | 19 | 0 | | 15 | 7½ |
| 5 00 | 1 | 0 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | | 16 | 6¼ |

To convert sterling into currency—to the given sum add one-fifth of itself and one-twelfth of that one-fifth.

Currency into sterling—multiply by 60, and divide by 73.

Sterling into dollars and cents—reckon 6*d.* as 12½ cents; 1*s.* as 25 cents, or ¼ dollar; 2*s.* as 50 cents, or ½ dollar; 3*s.* as 75 cents, or ¾ dollar, and 4*s.* as 1 dollar—saving fractional parts.

York sixpence is 3*d.* sterling.

York shilling is 6*d.* sterling.

Two York shillings are 1*s.* sterling.

On the two following pages will be found fac-similes of the gold and silver coins mostly in use, in America, with their value in British currency.

## UNITED STATES SILVER COINS—ACTUAL SIZE.

WITH VALUE IN BRITISH CURRENCY.

$1, One Dollar Piece—Value, 4*s.* 2*d.* stg.

50 Cents, Half Dollar Piece—Value, 2*s.* 1*d.* stg.

25 Cents, Quarter Dollar—Value 1*s.* stg.

10 Cents, One Dime—Value 5*d.* stg.

5 Cents, Half Dime—Value, 2½*d.* stg.

3 Cents—Value, 1½*d.* stg.

## BRITISH SILVER COINS.

WITH VALUE IN AMERICAN CURRENCY.

Value—22 Cents.

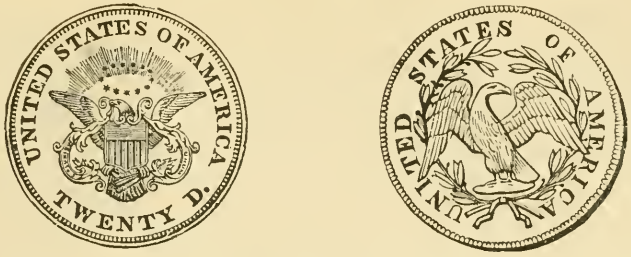
Value—11 Cents.

Value—7 Cents.

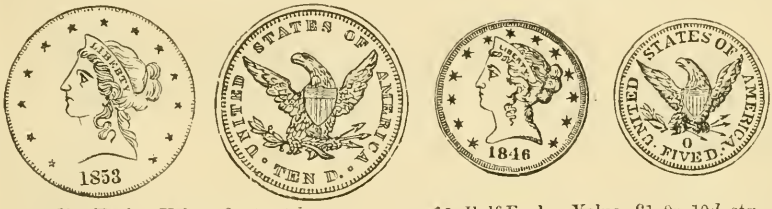
Value—5 Cents.

## UNITED STATES GOLD COINS—ACTUAL SIZE.

WITH VALUE IN BRITISH CURRENCY.




$20, Double Eagle—Value, £4 3*s.* 4*d.* stg.




$10, Eagle—Value, £2 1*s.* 8*d.* stg. $5, Half-Eagle—Value, £1 0*s.* 10*d.* stg.

$3, Three Dollar Piece—Value, 12*s.* 6*d.* stg. $2½, Quarter-Eagle—Value, 10*s.* 5*d.* stg.

$1, New Dollar Piece—Value, 4*s.* 2*d.* stg. $1, Old Dollar Piece—Value, 4*s.* 2*d.* stg.

## BRITISH GOLD COINS.

WITH VALUE IN AMERICAN CURRENCY.

Sovereign—Value, $4 84. Sovereign—Value, $4 84. Half Sov. $2 42.

## THE POST-OFFICE SYSTEM.

The postal arrangements in America differ very materially from those of Great Britain. In many places, in America, there are no deliveries of letters at their addresses—unless you make special request for such to be done, and pay, in addition, 2 cents for every letter you receive. There are no city or town deliveries on the same regular organized plan of the postal system of Britain, excepting in such cities as New York, and even there it is conducted differently. When you expect a letter—presuming you have made no agreement for its delivery—you call at the post-office, and there inquire if there are any letters for you. At the end of each week, a list is made out of all letters, lying unclaimed, at the post-office. That list is published in the principal newspapers on Saturday, or Sunday. You may there find your name advertised—in the "ladies'" or "gentlemen's" list. If so advertised, you call at a window, at the post-office, and ask for your letter, stating that it is an "advertised letter." When you get it, you pay one cent. The fact of your, perhaps, living a long way from a post-office, and not knowing there are letters for you there, they may remain at the post-office for weeks and months. After the expiration of three months, letters in the United States are sent to the dead office of the postal department at Washington City, and there opened. If they contain nothing valuable, they are destroyed. If they contain any thing of value, the writer is communicated with, and, probably, he may recover the same.

This system is the same throughout all the United States. Men in business have boxes at the post-office—each one with a specific number—for which they pay a trifle per annum. In some cities there are locked boxes—others are mere "pigeon holes"—excepting at the New York post-office. All are arranged in the lobby of the post-office, with a number painted on each, running from number 1 to thousands. These square boxes are covered with glass in front, and when letters are placed in them, it is seen at once, by those calling, whether there are any for them. If there are any, they ask at the window for them. The addresses of all letters in such boxes, are turned downwards—so that the curious, in the lobby of the post-office, cannot tell whose letters are in particular numbered boxes.

The locked boxes are square, wooden boxes—the party paying for one, having a key with which he opens it each time he calls for his letters, or papers. The stranger, who expects a letter at any particular town, must call every day—till he gets it—as there are no other means of knowing whether there is one, or not—unless he happens to see it advertised, at the end of the week, as already explained.

It will at once be seen, by those who have been accustomed to have their letters regularly delivered at their addresses, in Great Britain, that the system here, is very different, and not so convenient, besides being more expensive.

In addition to the government post-offices in cities, private enterprise steps in, and, so far as letters for town delivery go, they take the place of the regular post-office—to a large extent. These offices are called "Dispatch Offices." If you wish to send a letter to a friend in the city, you pre-pay it with two cents, at one of these dispatch offices, and it is delivered, in a few hours afterwards, free, just as if it was dropped into one of the sub-offices in London, at 10, A. M., it would be delivered by 12, or 2, P. M. These parties employ messengers, who have regular deliveries during each day. When not pre-paid, the party who receives the letter through them pays the 2 cents for the same.

No mails travel here on Sundays during the day time. When on their route from a distance, mail trains lay over from Saturday night till early on Monday morning, or start late on Sunday night, so as to make connections with other trains on Monday morning, some 200 or 300 miles off.

There are no money order offices, in the United States, similar to what are in Great Britain and in Canada.

We annex the present rates of postage. It is of importance to notice, that no inland letters will be forwarded to any part of the States, unless pre-paid.

UNITED STATES INLAND POSTAGE—PRESENT RATES OF POSTAGE.

*Letters*, for each half ounce, under 3,000 miles, pre-paid, 3 cents; over 5,000 miles, pre-paid, 10 cents. All letters must be pre-paid by stamps, or enclosed in stamped envelopes *or they will not be forwarded.*

If the postage on a letter is part paid, and it is apparent that the deficiency in the payment was *unintentional*, the letter will be charged with the balance of the postage, and forwarded pursuant to its address; otherwise it will be sent to the dead letter office.

*Transient Newspapers, Periodicals, Circulars, etc.*, to any part of the United States, not weighing over 3 ounces, 1 cent, and 1 cent for each additional ounce.

*Books*, pre-paid, not weighing over 4 pounds, 1 cent per ounce. All fractions over the ounce being counted as an additional ounce. The same, not paid, 1½ cents per ounce.

*Newspapers and Periodicals*, not exceeding 1½ ounces in weight, when paid quarterly in advance—Daily, per quarter, 22½; Six times per week, 19½; Tri-weekly, 9¾; Semi-weekly, 6½; Weekly, 3¼; Semi-monthly, 1½; Monthly, ¾ cent.

Small Newspapers, published monthly, or oftener, and pamphlets not containing more than 16 octavo pages, in packages of 8 ounces or over, ½ cent per ounce.

Weekly Newspapers, within the county where published, *free.*

Quarterly payments, in advance, may be made either where published or received.

*Foreign Postage.*—To Great Britain and Ireland. The Cunard mail packets leave New York and Boston alternately every Wednesday, and the Southampton steamers carry a mail every Saturday. Letter postage, 24 cents—pre-payment optional. Newspapers, two cents each, pre-paid.

If too late for the post-office in Nassau Street, New York, letters, pre-paid in money only, at *double rate* of postage, are received at Cunard's wharf, Jersey City, up till about the sailing of the steamer.

*Postage from Great Britain to the United States*, 1*s.* sterling. Mail steamer sails every Saturday from Liverpool.

*Postage to Canada*, by the Canadian mail steamers from Liverpool, 6*d.* sterling.

## NATIONAL BENEVOLENT SOCIETIES.

In all large cities in the United States and Canada, there are three leading benevolent institutions connected with Great Britain and Ireland—which are calculated to do an immense deal of good. They are styled—The St. George's, St. Andrew's, and St. Patrick's Societies.

*St. George's Society* is managed by Englishmen, and is intended to aid exclusively such who are desirous of obtaining pecuniary assistance, or in procuring employment, or advice what to do under particular circumstances.

*St. Andrew's Society* is managed by Scotchmen, with the same objects as the foregoing—towards Scotchmen only.

*St. Patrick's Society* is managed by Irishmen, with the same objects towards Irishmen only.

Each society is managed by a board of directors, under a president, or vice-president, with secretary, treasurer, etc., etc.

Any emigrant, desirous of getting advice, can easily ascertain, in any city or town, the name and address of an officer of the society representing the country he belongs to. Emigrants ought to bear in mind, however, that these gentlemen receive no payment for their services; and, consequently, whilst desirous of assisting their countrymen all in their power, the recipients of their kindness ought to give no more trouble than is actually necessary.

Whilst you may, from necessity, be obliged to ask the advice of the philanthropic gentlemen alluded to, there are another class of men, however, whom we would warn you specially to avoid, and that is, runners.

## RUNNERS.

If there is one class of pests in human form, more annoying and dangerous than another, to strangers, on their arrival, it is runners. You will find them infesting all steamboat wharves, and railway stations about large cities. A runner is a man who is desirous of assisting you with your baggage, who professes to know a great deal, and who advises you to go to a particular hotel, eating-house, or boarding-house, with which he is connected. In reality, he belongs to a class of tormentors, cheats, and money-suckers—as annoying, and far more dangerous, than if you were threatened with an attack by a wolf—offered up to the stings of a hive of wasps, or seduced into the folds of a rattlesnake.

At no city are they so numerous, probably, as at New York, although they are to be found everywhere—at the same time it is perfectly easy, if prepared, to withstand their attacks. On arrival, you will find them, perhaps, shouting out the names of the hotels they represent, scrambling for your luggage and, if possible, dragging it and yourself off along with them. In another form they will approach you quietly, but annoyingly, insisting that you should go with them, to *their* house In another form, and most dangerous of all—in the character of a friend—with the intentions of a fiend and one object in view, viz., plunder. We refer, more particularly, to their attacks upon the unsuspecting emigrant, who has, probably, just arrived from some agricultural district in Great Britain, Ireland, or Germany, and as "verdant" as the hills he has left. With the keen eye of his species, does this professional robber attack the emigrant under the guise of being from the "old country," and by such artifice ingratiate himself into his confidence, ascertain all about his affairs, what money he has, where he has it, and at last succeed, perhaps, in decoying him into some boarding-house—of which he is the paid runner. Landed there, probably, with a wife and children, and baggage, the emigrant finds out, before he leaves—if ever he finds it out—that he has paid extra for every article he has had in the house, simply because the runner took him there, and had to receive a percentage on all he spent there.

To recount the nefarious doings of these prowling harpies—ever ready to pounce upon their unwary prey, under, as we have said, the guise of friendship—would literally require volumes. We have only space to earnestly advise all emigrants, and tourists, TO HAVE NOTHING, WHATEVER, TO DO WITH THEM, or with any stranger, whatever, in offers of assistance, as, probably, the man you take to be a stranger and with good intentions, is only a runner, in another of their seductive forms.

It will appear all the more surprising when we state the fact, that the most of all these runners are from Great Britain and Ireland, originally—many of them being Irish—who have found themselves unable to earn an honest living at any thing else, and who, probably, in their coming to this country, were fleeced themselves, on their arrival, by some countryman, whose degrading example they now follow. Avoid all such, therefore, as you would avoid a plague.

Some respectable hotels have porters in attendance on steamboats and trains, but they generally have an omnibus also, for passengers, into which you may go—presuming you have made up your mind what hotel you are going to. Some have, generally, a badge on their hat, or cap—although the runners we have referred to, have the same. Unless you give your baggage, or checks, to an express agent—(see Express Companies)—don't lose sight of your baggage till you see it on the omnibus you are going with, and landed at the hotel you are going to.

Runners are frequently the cause of robberies of person and property—so we presume we have said enough for you to avoid them on all occasions. They are employed, also, by "ticket agents," to take passengers to secure tickets by steamers, and railroads, at particular offices, and which are "bogus," or swindles—such tickets being worthless. Never a day passes, we believe, but some unfortunate passenger is thus cheated. His only resource is—the police—to hunt them up, and get back the money, if possible.

## RAILROAD TICKETS.

The tickets issued on some lines of rail are good only for the one journey, as they universally are in Great Britain (excepting return tickets). On other lines again, they hold good for 3, 4, 6, or 14 days perhaps, allowing the holder to spend that number of days on his journey if he wishes, to visit other towns on his route.

Tickets should be held conveniently, as the conductor on the train may wish to see them after every stopping-place, when he walks through the train to collect tickets for the next station, check others, and supply those who have none.

Passengers may enter a car without having tickets, but if they do so, they in general have to pay a percentage of so much more by purchasing tickets from the conductor, instead of at the booking-office at the railroad depot.

In "booking through" long distances, you do not get ONE TICKET only, as in Britain, to your destination, but you are furnished with several tickets; one for every company's line you travel over, so that in some cases you may have 8 or 10 tickets given you, if going a long distance—the number of tickets depending upon the number of different lines you pass over.

On some lines the conductor, after he takes your ticket, gives you a check, which you are requested to place in the band of your hat or cap, so that in passing through he may see at a glance who have tickets and who have not.

A large proportion of tickets, more particularly "through tickets," per railroad, are purchased at ticket-offices apart from the railroad depots, in each city. Each line of road has a ticket-agency office in all the large cities, for the purpose of booking the "through passengers" by its particular route. No saving whatever is effected by purchasing tickets at such offices, whilst there are so many competing lines of road to particular points, and so many offices of a swindling character, that it is very difficult for strangers to know a legitimate, from a "bogus" or swindling office; and also to know which is the quickest and shortest line of travel. We, therefore, advise all strangers to take out their tickets at the *office of the railroad depot*, and *there* book through to their destination if they think proper, after they have ascertained which is the most suituable line for them to go by. There is the heavy premium of 20 per cent. commission paid to ticket-agents on all passengers they book; no wonder, therefore, at the great anxiety there is on the part of some agents for booking passengers through by particular lines.

## WORKING CLASSES IN AMERICA.

One good feature in the working classes here, is, the self-respect they appear to have for the appearance of themselves and families. In workshops, generally, the men wear a sort of light overalls over their clothing, so that when work is over, they throw these off and appear on the streets more "respectable" in appearance than the mechanics of Great Britain do after work, many of whom may be seen going from their workshops towards home, more in the character of sweeps than any thing else.

In every workshop here, there are opportunities for washing, etc., after work is over, and in large establishments, it is no uncommon thing to find a placard stuck up, with "Men's Wash Room" upon it, to which the men repair after work and wash themselves, before going home.

In the evenings and on Sundays, the working classes walk about a great deal, with their wives and children, excepting during the hottest part of the day, in summer. Instead of either husband or wife carrying a child in arms, they have a light carriage or perambulator, (with a hood over it, set upon two large wheels, and a rest from the handle so that it can stand on a level,) which the husband wheels along with the child in it, (sometimes two,) with no great trouble to any one. Such appears a more sensible plan, than either

of the parents being burdened by carrying a child in arms, perhaps for a mile or two, often taking away all the pleasure attending a walk.

The well-dressed appearance of the working classes, on Sunday particularly, is apparent at once to a stranger from Great Britain, and, in most of the cities, one fails to see that crowd of ragged unwashed men and women which are to be found about the lazy corners of London, Manchester, Liverpool, Glasgow and such cities. Where such are seen about cities such as New York, you may be pretty certain they are Irish, who have not been long enough in the country to learn such habits of self-respect, or others who have given way to the influence of that mighty demon—drink. The Irish, when sober and industrious, very soon pick up the better habits of this country, and appear as tidy and clean-looking as any other class. This will be most apparent in the great numbers of Irish girls who are employed as servants in hotels and private families, when they turn out on Sunday, forming a great contrast to what would likely have been their position and appearance had they remained in "Ould Ireland."

In this country, the Irish and Germans are largely employed at the heavier descriptions of work, and form the "hewers of wood and drawers of water" for the rest of the population. At the same time, in such cities as Cincinnati, and many places in the west, the Germans occupy, as a class, some of the very highest positions amongst the manufacturing, commercial, and agricultural classes, and wherever you go, you will hear only one opinion as to their general good conduct as citizens, being very steady, industrious, and prudent, and although proverbially fond of drinking "lager beer," (a sort of home-brewed beer,) they maintain their character for being a sober people as well.

In workshops generally, we have found that Scotch workmen, where steady, stand as high as any. If they have any fault, it is almost certain to be that of unsteadiness, arising from drink. Many first-class workmen there are who have lost good situations here, as well as elsewhere, from this one cause and curse. From all we have seen and heard, we have no hesitation in saying, that a *good* Scotch workman at almost any branch of trade, is certain to get on well in this country, if he is sober, and there be a sufficient inducement for him to emigrate. In the first place, the Americans like the Scotch, as a people, in preference to either English, Irish, or Germans. Why it is so, we cannot tell, but nevertheless we have found it so throughout all the districts we have visited. Amongst the working classes, we find they earn good wages, and are esteemed by their employers, more particularly in iron foundries, machine shops, printing offices, etc., etc. In counting-houses and stores, young men from Scotland, particularly if they have been some time in England as well, fill good and responsible situations, and where not of the "fast" sort, are esteemed by their employers. After an intelligent and "well posted up" Scotchman has been in this country for some time, he is said to be a match for the sharpest Yankee.

English workmen and assistants generally, are equally esteemed, and get on equally well, provided they have not too much "bounce," self-conceit, and John Bull-ism about them. If Brother Jonathan has a good deal of boasting in his composition, (and many no doubt have,) employers do not like to see it exhibited in strangers to an inordinate degree. Employers have told us they could do no good with some English workmen, simply because they were so conceited as to what they knew, and what they thought was for the best, forgetting all the time, that work which might suit for England very well, will not, perhaps, do in America. Just in the same way as Scotch workmen, when they go to England, have to learn to do some kinds of work very differently, and, perhaps, in some cases more carefully than they have been accustomed to do in Scotland.

All British and Irish workmen who come here, are advised to leave the habits connected with the pint or quart measure, the gill and the mutchkin, behind them, as nothing will sooner lead a man to dishonour and disgrace than the use of them here.

## CLOTHING AND ARTICLES OF DRESS.

A few words regarding the clothing worn in Canada and the United States may prove useful, if not interesting, to intending emigrants and tourists. We will refer first to the spring and summer clothing.

Gentlemen's Wear.—In summer, gentlemen dress as light as they possibly can—light in color, and light in texture—from boots upwards. Light straw or woollen felt hats are worn; the latter preferred. Although dearer at first, they are the cheapest in the end. Coats are made of cotton duck, linen drill, or unbleached grass-cloth, to fit loose and easy—some white, some drab, some greenish drab, and some unbleached. Some are also made of light, thin tweeds. Vests—when worn at all—(which is frequently not the case in hot weather) are of plain or fancy quilting. Trowsers, or "pants" as they are called—same material as coat; but often fine, thin tweeds of Scotch, German, French, or best English, as well as American, make. Although cool linen drills are preferred by some, thin woollens are fully the most serviceable and agreeable in travelling, as will be found out; but they must be thin, and light in color. Immense quantities of small shepherd's checks are worn—all woollen, and all cotton. Boots or shoes of the lightest dancing-school make—giving the idea to a stranger that the Americans are very extravagant in wearing patent leather boots at all times. They are the most comfortable—unless it be light boots made of canvas, merino cloth, or prunella. Any thing for ease and lightness.

Collars are very much worn *a la* Byron, with a small ribbon round the neck, which, in hot weather, will be found quite heavy enough, if you wish to keep as cool and comfortable as possible.

Braces are very little worn, the "pants" being made to fit without.

The dress of a gentleman is, generally speaking, very well made, fits neatly, and with greater economy in cloth than is observable in the clothing of Great Britain. Gentlemen in banks and counting-houses will be seen oftener *without*, than *with*, coats on at all. They write and transact business "in their shirt sleeves"—with perhaps a cigar or a *quid* in their mouth.

For full dress—blue coat, velvet collar, and brass buttons, with black or white vest, and black superfine cloth trowsers, with black hat.

The working classes, as we have said elsewhere, when at work, have overalls on—sometimes from neck to feet—to keep their clothing clean. When work is over, they throw the overalls off and go to and from work with clothing such as is not seen worn in Great Britain by the great majority of the working classes on week days.

Ladies' Wear.—We fear we must be more general in our remarks as to the ladies' "dress materials." Suffice, therefore, to say, that they appear to be able to get nothing *too* thin and light for wear—whether it is a "duck" of a bonnet, a "love" of a dress, or a handsome boot—made of some light-coloured, thin material.

In morning dress, pink "wrappers"—and where they can turn out, and not afraid of what "Mrs. Grundy" will say—they wear large gingham bonnets, called hoods, or sun-bonnets, with immense capes to them, spreading over the shoulders, and in front hiding nearly the face from sight—with the view of keeping off the sun—and for that purpose they appear very common-sense looking articles.

In most cities, ladies may be seen walking, during the day, with bare arms underneath beautifully thin mantillas of lace, etc., and in the evenings, walking to and from theatres and concerts, without bonnets—all for the purpose of being as cool as possible.

All classes of females dress, when out walking, similarly to what they do in Great Britain, only, there are more thin materials and light colours worn from necessity, and the most expensive fabrics they can possibly procure.

The fan is almost as universal an accompaniment with a lady as a parasol, and even many gentlemen may be seen walking along the streets with a palm-leaf fan in their hand, fanning away at themselves as they proceed—others with umbrellas up, to keep the rays of the sun off.

Children are dressed in similar materials to grown up people. Thousands of little boys, of most respectable parentage, go to school with little else on than shirt and trowsers—leaving them free use of their limbs to run about, and with as much coolness as possible. With clean shirt, collar turned down, clean face, and hair in nice order, they look neat, clean and comfortable. The foregoing remarks apply to summer weather only.

With the approach of autumn, care is necessary in wearing sometimes heavier clothing—as what may suit during the heat of the day, will not suit very early in the morning, or in the evening, after sundown. Not attending to this precaution, many get colds, and sow the germs of disease.

As autumn creeps on, the dress of all assimilates to that of Great Britain, with the use of heavier materials, until old Boreas makes his appearance—freezing up rivers and lakes, and coming in his cold severity, the very thickest and warmest clothing is then in requisition—with coats for walking, sleighing, etc. Cloth cloaks and furs are very much worn by all females who can afford to buy them; and, in fact, every one feels the same necessity for the warmest materials they can get for wearing in winter, as there was for providing for the hot weather, with every thing as thin and light as possible.

Parties coming to this country for the first time, therefore, should study what clothing is best adapted for the season on arrival, and provide accordingly.

## COMMERCIAL TRAVELLERS.

Notwithstanding the immense amount of trade turned over, in America, by wholesale dry goods, (drapery,) grocery, hardware, and other mercantile houses, one sees, almost, nothing of that representative of commerce, of which the British commercial traveller is the type, with his baggage and patterns weighing from 50 lbs. to nearly half a ton weight, as are met with in such hosts, at the leading stations in England, Scotland, and Ireland, and in the streets in the country towns—where they follow each other in the retailer's stores—in quick succession. Their number in Great Britain and Ireland is upwards of thirty thousand, who are constantly "on the road," every one of whom—with salaries and expenses running on—are expected to do something more than merely pay expenses. Such a thing as a dry goods house, like some in Manchester, or London, —who have 12 to 15 travellers constantly out,—is a thing unknown in America. Business is transacted totally different here, and there is not that perpetual hunting up of customers by personal solicitation that there is in Great Britain and Ireland—hence retail men here are not so apt to be, as they are not, so self-important in their ideas, as many retail shop-keepers in Britain become, when they are waited upon so specially by some of the smartest—and most gentlemanly hard-working men—which the United Kingdom can boast of. In America, on account of the distances many store-keepers are from market, and owing to the seasons of the year, there are only two great periods for purchasing supplies—something like what was the case 20 to 30 years ago, when retail shop-keepers in Britain laid in stocks twice a year only—instead of twice a week, as many of them do now.

## RETAIL STORE-KEEPERS.

The great trade seasons, are "Fall," or autumn, and Spring. The country store-keeper then prepares his list at home, which frequently consists of everything—from revolvers and pin-cushions, to crockery, moire antiques, and molasses. He then starts off on a journey varying from 100 to 3,000 miles for such places as New York, Philadelphia, or Montreal where he selects his 4 or 6 months supply. If he is buying on time, or wants a small assorted stock of each article, he goes the round of houses where he has a credit account. If he has got cash in his pocket, and can buy largely, and is well up in his business, he attends, perhaps, the auction sale rooms, (see article on Auctions, etc.,) and there bids for and buys what he likes, on the same terms as the best house in New York,

and as he is probably not over particular as to the very latest novelties in fashion, he may buy goods, intrinsically lower in price than they were ever made for.

One of the leading "cards" of the storekeeper—all over—is, "Goods, cheap from auction," or, "Goods at auction prices." These he transfers into dollars and cents as soon as he can, or what is as likely in many places, into pork, flour, or wheat, which three articles are excellent substitutes, and are looked upon as better than some bank bills. These articles of produce he can always get market-price for at the next leading market, to which he ships them for cash. The storekeeper, therefore, in America, has to be "posted up" in markets and values of articles which his British prototype has little idea of. However, in either case, it is but a matter of exchange after all, whether it be dry goods or groceries, for a gold piece or two, or for bacon or wheat, only, that the American storekeeper has two chances for profit, by having a profit in selling his dry goods and his produce also, which he is quite wide awake enough to sell to the best advantage. Of course this applies exclusively to country towns in the United States and Canada. In that way large quantities of agricultural produce, dry goods and other articles of domestic consumption are sold, and not a copper of money passes in the transactions. To a stranger, some of the enticing signs up in this trade are peculiar, and different from those in Great Britain. Instead of seeing, as in the leading streets of London, Liverpool, Glasgow, Edinburgh or Dublin, placards of

"MESSRS. BUNKUM & CO'S. STOCK,

Value £50,000,

BOUGHT 33⅓ PER CENT. UNDER COST PRICE, AND MUST BE CLEARED OUT."

Or some "Tremendous Failure," or "Excruciating Sacrifice," on account of somebody or other becoming seized with the hard-up fever, and with the tempting window decoy-ducks of a St. Paul's Churchyard or Holborn, and that, too, with the very accommodating terms of—

"NO REASONABLE OFFER WILL BE REFUSED."

Instead of these, the cash-box of America is filled upon the interesting information of—

"GLORIOUS NEWS, JOHN AND JONATHAN JOINED TOGETHER."

Or, perhaps, an 8-feet high representation of the Goddess of Liberty, holding a banner in her hand, streaming forth the gratifying intelligence—

"NO MORE HARD TIMES," "GOODS TO SUIT THE TIMES,"

"Goods from Auction Cheaper than Ever,"

and, at least, one thousand other such cheering signs, all to assist to turn the dollar to the best advantage. We must, however, in justice, give the palm to some of those truly alarming announcements which now and then shake the nerves almost, of quiet-going people in the large cities of Great Britain, whilst they have the effect of making the sovereigns speedily chink out of ladies' pockets into the cash-drawers of those who know how to take the public by the ears and lead them along. As yet, also, we have failed to discover in America that organised band of retail drapery goods robbers, such as the "Towzery Gang" of England, where ladies—once caught in their trap, are bullied or threatened with something approaching to "physical force," if they do not purchase some superb specimen of Norwich manufacture, at £12 12s., worth at least £60, (according to their value,) although according to the Manchester school from whence it sprung, was not worth 60s. even when fashionable 6 years before.

There is one feature, however, in the retail trade here, which is carried on to a considerable extent sometimes, and that is, when two dealers commence to "run" against each other with an article, that is, to sell any particularly well-known description of goods at a mere shaving of profit—in competition with each other—so that purchasers

may be attracted by the comparative cheapness of the two dealers' goods. We have heard that nothing delights the dealers better than to carry on a good run for some time, as in so doing they make "a noise in the trade," and whilst selling one particular article at cost, perhaps, take good care to make up the profit on other articles they sell at the same time. The "running" system extends to all classes of goods—to a cargo of soap, or sugar, or cotton cloth. It makes no difference what it is, so that they can "raise the steam" with it.

## RETAIL SALESMEN.

Probably some may wish to know how things are conducted behind the counter in America. As we have stated elsewhere, under the head of "Commercial Assistants," what the necessary qualifications are for being "up to the mark," we need not repeat here further than relate one anecdote we heard of, to show how the matter works sometimes when John Bull, in looking out for a situation, tries to "come over" Brother Jonathan, with "any amount of experience." There were some vacancies in a retail store. John applied, with a large amount of politeness, and just as if applying at 9 o'clock in the morning at Swan and Edgar's (London), in going his rounds. Here, however, he was in a different atmosphere, where any superfluity of politeness becomes a bore, and a want of manly independence is at once detected. Entering the store, therefore, he finds the "governor" ("boss" here) conning the morning paper, with cigar in his mouth, and his feet on the window-sill. Instead of politely, and in as few words as possible, stating that he called to apply for one of the vacancies, he enters as lively as a cricket, with a heavy sail of canvas hoisted about his neck, and making two or three very profound bows, starts off with, "Good morning, sir, I have taken the liberty to call—" "No liberty, sir," says Jonathan, interrupting. John: "I beg pardon, sir." Jonathan: "No occasion, sir."

John by this time was becoming more polite than before, and with a half-smile on his countenance, muttered out, "Vacancy, sir."

Jonathan, by this time was aware of the fellow's want of manliness, and came out with, "I guess it is a situation you want." John was quite relieved, and now began to muster up some pluck, and some of the "cheek" of the craft coming to his assistance, he came out boldly, "Yes, sir, I have called to apply for one of the vacancies you have."

Jonathan: "Well, I guess so. Where have you lived?"

John: "My last situation, sir, was with Messrs. Sweater, Premium & Co., of the Borough."

Jonathan never having heard of that "location," or if he had, he had forgot, for he inquired: "Where's that?"

John, no doubt surprised at Jonathan's ignorance, replied: "In London, sir, of course."

Jonathan: "Oh, I see. I guess your just from England; you won't suit for what we want. We want men with experience."

John now began to get rather more "plucky" than before, and from his own knowledge of his experience, fancied that he was slightly insulted, so he instantly ejaculated out, "Experience, sir, I have any amount of experience. Experience, sir! why, sir, I have lived in five-and-thirty situations during the last 2 years. What more would you want, sir?" expressed with all the *nonchalance* possible, and at last felt himself as good a man as the one he was addressing. He had certainly shut him up, as Jonathan coolly replied, with the tail of his eye turned up from off his newspaper, "Why, I calculate you have had too much experience for us," and with that, John bolted right out of the store, highly indignant. In this case there was a misunderstanding on the part of both; on the part of Jonathan, in not knowing but that the applicant had had experience in houses on this side of the Atlantic; whereas, John supposed, that having lived in 35 situations in the course of 24 months in London, was such as to entitle him to say he had "any amount of experience," but in his ignorance, not knowing that the greater part of such experience would be of little or no avail here, more particularly as his changes had been rather numerous.

The retail assistants in the drapery stores in the large cities are, of course, similar to those in England, only that in serving their customers, there is not so much of that subserviency

of manner, on the part of salesmen, nor of that thousand-mile-off hauteur and condescension, which some ladies in middle-class life attempt to exhibit on making, or trying to make, purchases in drapery establishments in Britain. The American lady is, in general, free, frank, and chatty in style, at the same time *the* lady in all her remarks. She, in general, decides promptly, and neither bores the salesmen to produce an endless variety of an article of dress—which only puzzles her the more. In general, they are easily served, and as pleasant to serve as *real* ladies are in such as Howell & James' (London). Of course there are cases where some ladies delight to "go a shopping" without any intention of purchasing, and who are quite regardless of the trouble they give. These, however, are the exceptions.

From the difference of manners on the part of all parties, the salesman is apt to be thought easy, independent, and even rude, if some lady newly arrived from Britain should enter a store, and look for all that extra quantity of bowing and sycophantishness of manner, of which too much is to be seen in shops and warehouses all over Great Britain. Here there is perfect civility, with a proper degree of business independence, and with somewhat of the feeling, that the obligation between buyer and seller is mutual. Consequently, there are not *so many* great and earnest thanks expressed for the exchange of a ball of cotton, or two oz. of tea, for the price of the same, as one is accustomed to hear in retail houses in all parts of Britain.

Retail assistants are not compelled to appear behind the retail dry-goods counters of America, like so many hotel-waiters, in full dress, or parsons, in black cloth suits and white "chokers," or in the "mourning department," where the assistant is expected to modify his usual business-like manner into one of affected gravity, and modulate his tone into a whine, according to the depth of mourning the bonnet-ribbon is for. The retail draper's assistant here, as yet, seems to be left that amount of independence for him to dress either in a black coat or a brown one, a pair of black "pants" or a pair of shepherd's cheeks, if he thinks proper; and employers neither enforce the flunkeyism alluded to, nor compel that Regent-street style of double-faced cant and hypocrisy in the selling of a half mourning, or even a full mourning, dress-piece, or pair of gloves. In these respects, the atmosphere of drapery life here is purer, more wholesome, and men are free to breathe in it—even behind the counter—and not quite so afraid of being desired "to walk into the counting-house, and make out your account" by a shop-walking, petty tyrant, or employer, simply because you happened to let fall a package of hosiery on the counter with a little dust on it, before a customer, whilst descending a high ladder with an armful of such. To the credit of American employers be it said, from all we have seen and heard, they have SOME rational ideas of what human perfection amounts to, and in their conduct in such a miserably small matter as that alluded to—if they noticed it at all—they recollect, that "to err is human—to forgive, divine," far less the idea of turning a young man out of his situation for so paltry a mishap. Drapery readers in London—as well as further north—will know whether we are overstating the matter in the slightest degree in thus noticing the intolerable tyranny there is exercised behind some retail counters in the United Kingdom.

## WHOLESALE SALESMEN.

THE assistant in a wholesale store is a still more independent being than the retail salesman. You will find him often serving a customer, smoking a cigar, and going about the matter very easy and cool. We have no doubt he knows his man, and treats him accordingly. The motions of some of these "far west" storekeepers, are something like the Scotch and Irish buyers in Britain—never in any great hurry in deciding, and pretty much given to "look round" before they begin any where, although a few "plums" are thrown in their path to make them bite, if they will nibble at all. Probably, the very customer we now allude to—with the salesman smoking his cigar, and seated on a pile of goods, or on the top of a box alongside—is one who had once been accustomed to buy his goods in Glasgow, Dublin, or Belfast, or the son of such a man, and who requires some little patience exercised if a "parcel" is to be made out of him. Under these circumstances, therefore, Jonathan is

a match for him. He is the personification of Job himself—barring the cigar, we suppose—and so long as there is a dollar to be made by waiting, he will rest himself, and wait, with the occasional expression of a "guess" or "calculate."

It must not, however, be supposed that this phase of wholesale dry goods salesmanship is to be taken as a criterion of the wholesale man generally. In general, it is just the very reverse. As we have stated elsewhere, the services of a dry goods' salesman rests between selling a man a bale of goods, making an entry in a day-book or invoice, drawing a bill, or nailing up a box. He is neither too ignorant for the one, nor too proud for the other. In importing houses, where cases of goods are sold by patterns on cards, the matter is a very simple one, as only the patterns are seen—and they speak for the case; nor is there that diversity of work as we have mentioned in wholesale stores, as a regular thing, for one man to perform, but the salesmen employed there are able to do one and all if necessity requires it, and hence the great difference between a salesman in a store in America from one in Britain. In the one case, he can be either book-keeper, salesman, or traveller, knowing about all sorts of goods. In the other, too frequently, he knows nothing but the silks, fustians, or ribbons of his department; and as for drawing a bill, and adding interest, it is a matter quite foreign to his commercial education or experience.

In the every-day life of the wholesale and retail assistants in America, there is the great and incalculable blessing they enjoy, compared to thousands of their brethren in England, of being at liberty to go home after business hours, and enjoy themselves in the society of friends or relations, instead of being made the victims of that body and mind destroying system of boarding on the premises—in vogue in many of the large houses in London—where young men, after being confined all day behind a counter, with half an hour to dinner, and a quarter of an hour to tea, on the premises—where the late hours of business prevent them, in many cases, getting outside of the door for days together—where, night after night, they march from the counter to their bedroom, where the barrack-system is in force, with 12 to 18 sleeping in one poisonous atmosphere, and, in some cases, none of the cleanest bedrooms, and rising to the universal plain breakfast of tea and bread and butter, a dinner of scandalous meat, provided by contract—with again tea and bread and butter for their 15 minutes' tea. Such an existence as that is unknown in America, and long may it remain so. No employers here can as yet be charged with shattering the constitutions of their assistants, and sending them to premature graves—a charge which it is well known rests at the doors of some of London's largest and proudest houses, in cases of bygone as well as present delinquencies. Cases of young men falling asleep on their legs and being glad to make their bed under the counter sometimes, rather than go to their bedrooms, are unknown here. We have no desire to go into details. We have given the shadow only of realities, which have existed and do exist yet. To the honour of some houses in Manchester, more particularly, has the position of the wholesale drapery assistant been improved by shorter hours of business, and in some of the London houses improvements in other respects have been adopted, and not before they were wanted, although there is yet much room for improvement in quarters where the public *en masse* little dream of.

It is only in newly opened-up districts in America where the retail assistant boards in the family of the employer, and there he is received and treated as one of the family. There is no such a thing as boarding young men on the wholesale garrison system of London houses. Assistants here go to business after breakfast, at from 7 to 9 o'clock, dine where they like, and the wholesale stores close at 5 or 6, P. M.—in the winter time earlier. Retail houses keep open to 7, P. M., although some of them shut at 6, P. M. We have been alluding to the large cities in the States. In Canada, (Montreal for example,) we have seen the retail stores keeping open till 9 and 10, P. M. They generally, however, shut at 8, P. M. "Wholesale life" in Canada is much the same as in the States, and for weeks and months nearly, in winter, assistants have nothing to do but toast their toes at the great stoves, which heat up almost every sort of house.

Although we have referred more particularly to the dry goods or drapery trade, we have done so merely to illustrate the systems of the two countries. The same remarks

apply to all trades and all departments of commercial life. Throughout America generally there is a cordiality and harmony of feeling between employer and employed, and an independence on the part of assistants, unknown almost in Great Britain and Ireland, and we have no doubt, where such feelings exist, they have their effect in making the wheels of a concern run more smoothly along, keep up its pace better with its rivals, and avoid all the "snags" and pitfalls on its course, than when the "ribbons" are pulled and jerked about too much, and when the whip is applied to those who require none, by those who act so, in attempting to drive their business along to a profitable issue.

Every encouragement is given to young men of talent, and nowhere is a man of sterling ability sooner appreciated, and nowhere is he better paid, than in the commercial establishments of the United States.

## LAND AND AGRICULTURE.

In this department of our work, we purpose including, as much as possible, what relates to the agriculture of the country—its produce, prices, etc., together with such information as we have gathered from a variety of sources, in different districts, both in the United States and Canada—so as to present, to all interested in such matters, as general an idea as possible, of a large portion of the whole country, particularly of those districts to which intending settlers and others are now directing their attention.

To some readers, probably, our observations may be already well-known, but we believe that, for a large class of readers, the information given may be interesting, and the suggestions thrown out—as the result of our observations, and what we have heard from reliable parties—may prove of some practical use. We will take up, first of all, then, the position of primeval farming, so to speak, or squatting on land, and that of pre-emption.

## SQUATTING ON LAND, AND PRE-EMPTION.

SQUATTING SCENE IN KANSAS,

ON THE BANKS OF THE MISSOURI.

[The wood-cut above represents the squatter on a "location" in Kansas Territory, after he has got up his "shanty" and an acre or two of land cleared, ready for cultivation. As explained elsewhere, the house now in view will, by and by, give place to one of larger dimensions, and more complete and comfortable in other respects.]

For the information of those readers who do not exactly understand the nature of occupying the land, by squatting upon it, and acquiring the pre-emptive right to purchase, we will as far as possible explain it.

Squatting upon land, is occupying land without any legal title to it, or without asking any one's consent to do so.

This applies to government lands, which are wild, or which have never been brought under cultivation, or lands which have not been sold by them. For example, if you go out to a new territory, say Kansas, for instance, you may there select 160 acres of unoccupied, or unsold land: you take possession of it, and "squat," or live upon it. When the government wish to sell that land, along with other portions in the same neighbourhood, it is put up to public auction, at the "Land Sales" in that neighbourhood. You, having "squatted" upon it, or taken possession of it, have the "pre-emptive" right of buying it at the government price of $1.25 (or 5*s.* stg.) per acre. Hence, the word "Pre-emption."

Regarding the precise terms of pre-empting, we give the following law on the subject, as carried out in the Territory of Minnesota, which will give an idea of what it is, as applied generally, but with, probably, modifications in other States.

From this it will be seen that a man, with some little capital, can go and select 160 acres of the best land he can find, in a new territory, without costing him one farthing of rent for probably a number of years, and when he does come to pay for it, he buys the whole 160 acres, and all upon it, for $200, or £40 stg.

Pre-emption Law.—The following embrace the points which persons wishing to make pre-emptions in Minnesota, are required to prove to the satisfaction of the officers at the different Land Offices, in order to pre-empt:

1. The settler must never before have had the benefit of pre-emption under the act.
2. He must not, at the time of making the pre-emption, be the owner of 320 acres of land in any State or Territory in the United States.
3. He must settle upon and improve the land in good faith, for his own exclusive use or benefit, and not with the intention of selling it on speculation; and must not make, directly or indirectly, any contract or agreement in any way or manner, with any person or persons, by which the title which he may acquire from the United States should enure, in whole or in part, to the benefit of any person except himself.
4. He must be twenty-one years of age, and a citizen of the United States; or if a foreigner, must have declared his intention to become a citizen, before the proper authority, and received a certificate to that effect.
5. He must build a house on the land, live in it, and make it his exclusive home, and must be an inhabitant of the same at the time of making application for pre-emption. [Until lately, a single man might board with his nearest neighbour; but the same is now required of a single as of a married man, except that, if married, the family of the settler must also live in the house.]
6. The law requires that more or less improvement be made on the land, such as breaking, fencing, etc.; but pre-emptions are granted where a half acre is broken and enclosed.
7. It is necessary that no other person entitled to the right of pre-emption, resides on the land at the same time.
8. No one is permitted to remove from his own land, and make a pre-emption in the same State or Territory.
9. The settler is required to bring with him to the Land Office, a written or printed application, setting forth the facts in his case of the 1st, 2d and 3d requirements here mentioned, with a certificate appended, to be signed by the Register and Receiver, and make affidavit to the same.
10. He is always required to bring with him a respectable witness of his acquaintance, who is known to the fact of his settlement, to make affidavit to the 4th, 5th, 6th, 7th and 8th requirements here mentioned, with the same set forth on paper, with a corresponding blank certificate attached, to be signed by the land officers.
11. The pre-emptor, if a foreigner, must bring with him to the Land Office, duplicates of his naturalization papers, duly signed by the official from whom they were received.

A minor, who is a head of a family, or a widow, may also pre-empt—their families being required to live on the land.

The settler is required to file a written declaratory statement of his intention to pre-empt before he can proceed with his pre-emption.

Fees.—1st. The fee required by the Register, for filing a declaratory statement, is $1.

2d. For granting a pre-emption, the Register and Receiver can receive each 50 cents.

3d. For duplicate of the map of any township, $1 is required by the Register.

*Affidavit required of Pre-emption Claimant.*

I, A. B., claiming the right of pre-emption under the provisions of the Act of Congress, entitled "An Act to appropriate the Proceeds of the Sales of the Public Lands, and to grant Pre-emption Rights," approved September 4, 1841, to the ——— quarter or section, number ———, of township number ———, of range number ———, subject to sale at ———, do solemnly swear [or affirm, as the case may be] that I have never had the benefit of any right of pre-emption under this act; that I am not the owner of 320 acres of land in any State or Territory of the United States, nor have I settled upon and improved said land to sell the same on speculation, but in good faith to appropriate it to my own exclusive use or benefit; and that I have

not, directly or indirectly, made any agreement or contract, in any way or manner, with any person or persons whatsoever, by which the title which I may acquire from the government of the United States, should enure, in whole or in part, to the benefit of any person except myself.

[Signed] A. B.

I, C. D., Register, or [E. F., Receiver,] of the land office at ———, do hereby certify that the above affidavit was taken and subscribed before me, this ——— day of ———, A. D., 185–.

[Signed] C. D., Register,
Or, E. F., Receiver.

*Affidavit to be filed in Cases [under Act of 4th September, 1841] where the Settler shall have died before proving up and entering his Claim.*

I, A. B., [executor of the estate of C. D., or administrator of the estate of C D., or one of the heirs of C. D., aged —— years, as the case may be,] do solemnly swear [or affirm, as the case may be,] that, to the best of my knowledge and belief, the said C. D., who was a settler on the ——— quarter of section number ———, of township number ———, of range number ———, subject to sale at ———, has never had the benefit of any right of pre-emption under the act, entitled "An act to appropriate the Proceeds of the Sales of the Public Lands, and to grant Pre-emption Rights," approved September 4, 1841; that he was not, at the time of his death, the owner of 320 acres of land in any State or Territory of the United States; that he did not settle upon and improve the above tract of land on speculation, but in good faith to appropriate it to his own exclusive use and benefit; and that he has not, directly or indirectly, made any agreement or contract, in any way or manner, with any person or persons whatsoever, by which the title which he might have acquired from the government of the United States, should enure, in whole or in part, to the benefit of any person except himself.

[Signed] A. B., *Executor [or administrator, or one of the heirs of C. D., as the case may be].*

I, E. F., Register [or G. H., Receiver,] of the land office at ———, do hereby certify that the above affidavit was taken and subscribed before me, this ——— day of ———, A. D., 185–.

(Signed) E. F., Register,
Or, G. H., Receiver.

*Declaratory Statement for Cases where the Land is not subject to Private Entry.*

I, A. B., of ———, [being the head of a family, or widow, or single man over the age of twenty-one years, as the case may be, a citizen of the United States, or having filed my declaration to become a citizen, as required by the naturalization laws, as the case may be,] did, on the ——— day of ———, A. D. 185–, settle and improve the ——— quarter of section number ———, in township number, ——— of range number ———, in the district of lands subject to sale at the land office at ———, and containing —— acres, which land has not yet been offered at public sale, and thus rendered subject to private entry; and I do hereby declare my intention to claim the said tract of land as a pre-emption right, under the provisions of said act of 4th September, 1841.

Given under my hand, this ——— day of ———, A. D. 185–.

[Signed] A. B.

In presence of C. D.

*Form of Declaratory Statement of a Settler on Land subject to Pre-emption.*

I, A. B., of ——— county, being a ——— over the age of twenty-one years, a citizen of the United States, have, on the ——— day of ——— A. D., 185–, settled and improved the ——— quarter of section number ———, in township number ———, in the district of lands subject to sale at the land office at ———, State of Minnesota, and containing —— acres, which land has —— been offered at public sale, and rendered subject to private entry, and I do hereby declare my intention to claim the said tract of land as a pre-emption right, under the provisions of the act entitled "An Act to appropriate the Proceeds of the Sales of Public Lands, and to grant Pre-emption Rights," approved 4th September, 1841.

In the presence of ———, day of ———, A. D., 185–.

Should it so happen that the squatter is unable to pay for the land, when it is to be sold, as explained, then it is put up by auction to the highest bidder—the squatter thus being obliged to leave it, and all the improvements he may have made upon it.

We next proceed to explain what is meant by farms "cleared," and "uncleared."

## FARMS, CLEARED AND UNCLEARED.

A FARM "cleared," is one, from off which all the lumber (or timber) has been cut or cleared away, or a farm, on a prairie, on which there never had been any timber, which is called sometimes a cleared, and sometimes a prairie, farm. The great majority of the farms in the western States are prairie farms, on some of which there is not a vestige of timber growing, and on others where there may be part timber land and part prairie land. In a good healthy locality, such a farm, as the last mentioned, is most valuable; as, in that case, there is no lumber or timber to purchase, to fence a farm with, as well as for

fuel; whereas, in some prairie districts, where there is no timber, that is a heavy necessary item of expenditure. On prairie lands, partly timbered, you can commence operations at once, without clearing, and have sufficient wood for fuel and fencing purposes. An "uncleared" farm, is a farm composed of forest. In reality, it cannot properly be called a farm, till some portion of it is cleared and converted into a farm. But, although densely covered with forest, it is nevertheless called an uncleared farm.

The farms in Canada—which exist in a primeval state—are nearly all uncleared, called "forest lands" by some, and "wild lands" by others. Many districts of the United States are of a similar character.

"Partially cleared" farms are those, of course, on which part of the timber is cut down and cleared away, although it does not always follow that such partially cleared lands are cultivated.

Having now given, we hope, some idea of what is meant by farms being cleared, uncleared, or partially cleared, we will now proceed to consider the subject of entering upon a farm uncleared, or, as it is called, "farming in the bush."

## FARMING IN THE BUSH.

In considering the inducements which the States, or Canadas, present to emigrants, we think the bright side of the picture has been far too often presented, and looked at, without parties having a proper conception of either the nature of the country, the difficulties to be overcome, and the hardships to be put up with for some time—thereby leading many in Europe to leave good situations, or comfortable homes, for a life which they were totally unfitted for.

Supposing that you are of the agricultural class, and think of coming to try and secure a home in Canada, or any wooded district in the States, we would remind you that such is not to be secured without encountering great labour, self-sacrifice, and even privation—it may be for a time. You may have been in the habit of fancying that you have nothing to do but emigrate—buy a piece of land, say 50 to 150 acres—pay a deposit upon it—and that you are all right for life, or that you have nothing to do but sow, reap, convert your produce into money, and make rich in a few years, and during that interim, even, that you are to lead a romantic sort of life in the woods, with game and fish so abundant, that you have no occasion to work very hard. If such has been your idea of a "life in the bush," or the backwoods, it is high time that you understood the truth, which is somewhat different from any such picture.

There is not a greater mistake can be made, than to have incorrect notions of what a life in the bush is, more particularly if you happen to buy a farm "heavily" or "well timbered"—words which may fall very sweetly upon the ears of some, who have little or no idea what is meant—little fancying, perhaps, that a "well-timbered" farm is just a dense forest; and when "heavily timbered," the trees are all the larger, and more difficult to chop down, or clear. A farm, therefore, in the "bush," "well-timbered" or "uncleared," is just as we have said, a dense forest, without a yard of ground upon which you can grow a few potatoes, until you have cleared it of some of its trees.

On entering, therefore, upon an uncleared farm, you must be prepared not only to work hard yourself, but all your family (if you have any) will have to do the same. By so doing, you will save paying out money for assistance.

We will suppose you have arrived at your "lot." You find no house upon it. The first thing, therefore, is for you to find out your nearest neighbours, let them know you are come to settle beside them, and you want some help to put up your "shanty." This they will willingly do—in 4 or 6 days, depending upon the number employed—being always very glad to hear of new neighbours settling near them. They erect your house, therefore, and, so far, you have made a start. Presuming that you have got all your baggage, etc., brought up to your house and put aside, you are now about ready to commence operations. There you are, with your 100 acres, perhaps, with the dreary solitude of a forest on

every side of you, which you have to clear away, or part of it, and level the now big "monarchs of the forest" with the ground; drag them to a road or river-side; sell them, if you can find a purchaser; make fences all round your lot with portion of the trees you have chopped down, and erect a barn for your cattle, etc. All the implements you require for the first 12 months is an axe and a hoe, and, supposing you have procured these, then your first step may be said to have commenced in the formation of your future farm and home, and in the production, by-and-by, of many of the comforts of life. It is in the first periods of your hard and laborious work—all alone, perhaps—that all your philosophy, courage, together with indomitable perseverance, is necessary, to support you in your exertions to accomplish your object. It is then when your heart may begin to fail, if ever it does so at all. It is then that many, like yourself, have come out to this country with very erroneous ideas as to what "farming in the bush" meant, and it is then that they throw down the axe in disgust, disheartened, and repenting the day they ever set foot on this soil, perhaps; or, at all events, that they bought a farm. The consequence is, they give up their undertaking. They have an instalment of the purchase-money coming due on the property—it must be paid—and as they have no money to spare, the result is, that they must either find a purchaser for their farm, who will give them part in cash, or else the sheriff will step in and sell it to the highest bidder, or the party they bought it from comes and claims possession. Such people had, perhaps, found out that they had made a mistake in attempting to clear a farm without the requisite perseverance or skill to do it; or it may be, that they had not calculated sufficiently all the cost of travelling and other expenses necessary to enable them to live and clear it properly. Supposing that you are in their circumstances, that you are short of funds, and are at a stand-still, all you have to do is, to hire yourself out, and such of your family as can work, to some of the neighbouring settlers, who will be glad of your assistance, and who will pay you as much as will keep you and your family comfortable, and enable you to save something besides. By this means, therefore, you will, by-and-by, have money to pay your instalment, or interest, purchase necessaries for your own farm, and then be independent of your neighbours' assistance and hiring yourself out, and go on more smoothly and better than before.

In addition to the hard work referred to, of chopping trees, piling all the brush-wood together and burning it, and other necessary work, you may feel yourself solitary, away from the society of friends, etc., and you begin to weary. All such feelings, however, must at once be checked, if you wish to do any good. You will make new acquaintances where you are, with your neighbouring settlers, and what with the labours of the day —"the blazing ingle and the clean fireside"—a good housewife to cheer you up, the recollection that you are then only laying the foundation of future comfort, and that there is no great achievement to be accomplished without hard work, you lift the axe once more, and go more merrily to work, forgetting the pleasures, as well as the miseries also, that you perhaps left on the other side of the Atlantic.

If you happen to belong to the manufacturing or any other class of emigrants—not agricultural—you will find the life of a farmer, on an uncleared farm, all the more arduous, as you have probably never lifted an axe in your life before, and your strength is not so great as the hardy agriculturist, who will find it comparatively much easier.

No matter however poor the agricultural labourer may be, if he can only get engaged upon a farm as an assistant, he will, ere long, have the chance of having a farm of his own. No matter how small the means of a farmer, and how large his family may be, if he can only once get settled down upon a piece of land of his own, and have sufficient provisions, or money to buy them with, till he raises his own, he will, ere long, be independent, in a manner, for life; whilst the man of capital, by settling even upon an uncleared farm can, by engaging assistance, soon have his farm cleared and crops in the ground. To such a man, of course, the thing is comparatively easy, and with an excellent prospect of a good investment, (provided he has bought good land,) not only on the land he has bought, but in taking advantage of many cheap lots which he may buy in the neighbourhood, to sell again to new settlers, more particularly as partially cultivated farms.

It is well known that men, who knew nothing at all about farming in Great Britain, are now excellent farmers, in America, as well is it known, that even weavers—not a very likely class of emigrants for becoming farmers—sometimes do well. (See "Farming, not in the West.") It greatly depends upon the man himself—what position he is in for living during the first 6 to 12 months—and if he has a wife who can help and cheer him in his first difficulties, instead of worrying his existence with whines and regrets—how he succeeds. If a family of boys and girls, able to assist at work, so much the better, so that, even with all the difficulties which operations in the woods present, you will find even amid these, if you have made a good selection, (much depends upon that,) you will not be long before you are enjoying the most substantial comforts of life, in producing your own milk, butter, eggs, poultry, vegetables, fruit, and pork.

If you expect to make a *fortune* at your uncleared farm, you will be disappointed, as fortunes are not to be made at such. All you can expect and obtain, will be a comfortable home, a good plain existence on your own property, and securing peace and independence in the enjoyment of life's greatest blessings—freedom from the cares of the future, for yourself and family—freedom from the fear of want (that gaunt spectre which rises up now and then before so many of the toiling thousands)—having your children well educated—bringing them up in one of the noblest professions (agriculture)—and away from the pestiferous vices of a life in a large city; altogether, we fancy, worth the while of the able and the willing to toil—even amid difficulties—for a few years. But to obtain these, *work you must*, and that very hard, and under discouraging circumstances, for some time.

In proceeding to any particular part of the country, you should find out the residence of the Government Land Agent—if near at hand—who will give you every advice as to how to proceed to any particular locality, and any information he is possessed of, as likely to be useful to you.

As to when to emigrate, and all other particulars regarding farms, cleared and uncleared, we refer the reader to separate articles.

## LIFE IN THE BUSH.

As illustrative of some of the features of a life in the backwoods, or upon an uncleared farm, not noticed elsewhere, as well as corroborative of our preceding remarks, we subjoin the following from a valued correspondent, residing on the banks of Lake Huron, Canada West, which we hope will prove interesting:—

"What *is* 'the Bush'? 'Why, I suppose,' says the old countryman, 'it is a country overrun with thorn and thicket—bush and brake—whin and heather—brier, broom and bramble—all of which must be burnt up before the land can be brought under cultivation.' Ha! ha! These are all old country notions, indeed! Take a forest, whose trees rear their lofty heads 60 or 70 feet in height, and the girth of numbers of whose stalwart stems cannot be measured by the embrace of a man's arms. That's the primeval forest—'The Bush,' which originally covered the surface of the Canadian province. Run lines through it, as the government surveyor did, at right angles to each other, forming square blocks of several hundred acres, sub-divide them into lots of 100 acres each, and that's a Bush farm; the title-deed of which, let us suppose, has been placed in the hands of a Scotch settler in Western Canada.

"Did you ever see a man commence to gather a grain crop by pulling it up stalk by stalk? The very idea is ridiculous; and yet the Canadian settler attempts a more herculean task with the assistance of the 'Yankee axe.' He fells tree after tree—strips them of their branches and leaves, and in the first place raises a '*shanty*'—an extemporized erection rendered familiar to the eye by 'navvies' during the construction of railroads; fixes a bedstead, of the same rough materials, in one end, and a fire-place in the other. Such is, generally, the primitive abode of the sturdy pioneer of civilization, the home of his thrifty wife and hardy family. Happy man, if he rejoices in the possession of two or three sons who can wield the axe in slashing down those monsters of the forest that run riot in the fertility of the soil. When a clearance of 10 or 20 acres has been effected by the process of felling and stripping, the neighbouring farmers hold a 'logging-bee' for his benefit—pile up the logs in heaps, covered with the brushwood, with the

aid of oxen and hand-spikes, and conclude their day of industry with a brilliant bonfire and illumination of the massive accumulations. Their blackened relics, however, still cumber the soil. Accordingly, they are collected together—'branding' the process is styled—and at last consumed to ashes. It is true, the blasted stumps, two or three feet in height, rooted immovably in *terra firma*, still disfigure the clearance, and will continue for 6 or 7 years to stand and rot, unless they are extracted by patent inventions and at considerable expense. But the settler now feels the gratification of beholding a field in the forest, the seed-corn planted in the virgin soil—like an oasis in the desert—and the sun beaming upon the prospect at least, of peace and plenty in a happy home in the new world.

"Don't imagine, however, that he can fold his hands in listless indolence in expectation of attaining independence, or of reaping an abundant harvest on such easy terms. Fuel must be procured, of course, by felling the nearest tree, and daily chopping and splitting it into faggots. The well must be sunk, and water is, generally, found at no great depth; patches of potatoes, turnips and Indian corn must be hoed; and the barn and stable must be raised to house the coming crop as well as cattle. The Yankee axe rings again through the forest for many a long day; and when some of the logs have been hewn, squared and morticed, and others have been drawn to the saw-mill, cut into lumber, (or boards,) and carried home again, another "Bee" is summoned, another log barn and stable—plain oblong erections, covered with shingles—(wood split into the size and shape of slates,) are raised with a hearty shout of acclamation at their completion.

"Harvest comes at last, and winter, dreary and desolate, clothes the whole country with a thick winding sheet of snow; but the gleam of the invaluable axe flashes from 'light to light' through the Bush; block after block is chopped, logged, burnt—brought under cultivation; and only a single strip is left standing for farm purposes and fuel.

"The 'shanty' is superseded by the log-house—not without a 'Bee,' however—partitioned off into rooms, up stairs and down stairs; the log-house yields, in course of time, to the 'frame house,' lathed, plastered, papered, and filled with elegant furniture; and yet, commodious and comfortable even as it is, a brick or stone mansion, very generally, proves the permanent residence of the farmer enriched by a long course of assiduous industry. The orchard has, in the mean time, sprung up in the vicinity of the house, furnishing ample supplies of apples, pears, cherries, plums and peaches; the garden is stocked with cabbage, carrots, cucumbers, and currants, beets, onions, and French beans for family use. A team or two of horses, capable either of drawing the plough or driving in a wagon or buggy, stand in the stable; and last, not least, several sons may have been settled on separate farms in the neighbourhood. And where, do you suppose, is the sugar obtained that sweetens their tea and flavours their preserves? 'At the store, of course,' says the old countryman. 'I never paid a penny for a pound of sugar since the first spring I came to Canada,' says the old settler, 'except for a big pot to prepare it. We walk into the Bush in spring—make an incision in the *maple tree*—collect the flowing sap in wooden troughs—boil it to proper consistency in the big pot, suspended, like a gipsy's, upon a cross-tree supported at each end, and pour it into moulds to undergo crystallization.' 'Do you know, then, where we purchase our vinegar?' 'At the store, to be sure.' 'No, sir. From the maple tree, also, during the process of sugar manufacture.' 'Well, then, can you guess where we procure our beer?' 'At the brewer's, I presume; or stay—I have it this time! It is "home-brewed" from hop sand treacle.' 'From the maple, too, sir.' 'How are you off for soap? Soap, I guess, doesn't exude from your wonderful tree!' 'Not exactly, sir; but the *ashes* are manufactured into soap, with the addition of tallow procured from the cattle we kill for our table.' 'Sugar and vinegar! soap and beer! Prodigious! as Dominie Sampson would have exclaimed; such a heterogeneous combination of commodities extracted from a single maple tree! Surely, these exhaust the catalogue of commodities provided by this invaluable denizen of the Bush?' 'No, sir; when we have exhausted the supplies of sugar and vinegar, soap and beer, produced by the bounteous maple, we chop it into fuel.'

"The fact is, bating a few pounds of tea—green tea, moreover, annually—and probably a few yards of sundry silks and broadcloths for the male and female members of the family—for early settlers, at least, do not disdain to weave and wear the 'hodden grey'—the Canadian farmer is surrounded with a general store, situated within the limits of the 100 acres of his own property. His wife and daughters perform the duties of bakers, cooks, and confectioners, in the domestic establishment, with the assistance of a stove, and an oven attached to it. Finer, spongier bread, and sweeter cake, you won't find in Edinburgh. Pork and ham must often supply the place of beef and mutton, especially during the hot months of summer. But a vegetable diet is demanded at a temperature of 90° in the shade; and he must be tormented with a very fastidious palate

who cannot relish the lettuce, the cucumbers, the stewed apples, apple-tarts, and custards, not to mention a fresh fish now and then, and the milk, eggs, cakes, with melons, and pumpkins in their season, that crown the table of the Canadian farmer.

"Such a table betrays no symptoms of the 'hard times' complained of on every hand. Certainly not. 'The country has been drained of money,' 'Money's not to be had,' is the general lamentation. 'Notwithstanding, we have plenty to eat and drink,' is the common appendix to the woful Jeremiad.

"'When it rains, it pours,' is proverbial of Canadian life, as well as climate. Flash! darts the lightning across the thunder clouds in summer, and down bursts a deluge that saturates the soil. Presto! out glares the burning sun to bake the steaming surface into crust. The people strip to their shirts and pants, and suffer the perspiration to flow from every pore during the glow of their tropical summer, and muffle themselves, from top to toe, in fur caps, gauntlets and Buffalo robes during the biting cold of these polar countries.

"They swallow pailfuls of water during the intensity of the heat, and diarrhœa carries them off, without warning, to their long home. They dart in swift cutters (sleighs) through a temperature of 20° below zero, and Jack Frost nips their nose or bites off a finger or two. Let them but catch a chill, the cold will not only titillate them into a cough, but shake them, as does the ague, like the aspen that shivers with every passing breeze. Last year, spring burst and budded almost instantaneously into summer with a clear and cloudless sky, but autumn deluged and destroyed the fields of flowing grain. This year, winter would not yield to spring; rain poured until June; scarcely a drop fell in summer; consequently the wheat, instead of presenting the *plump appearance* of a barn-door beauty, shrivelled and shrunk up like the features of 'auld grannie.' 'Hard times, sir! Notwithstanding, we have plenty to eat and drink.' Yes; and luxuries and royal *game*, to boot, let us add. Why, the Canadian farmer has only to shoulder his gun—for every Canadian keeps a gun or rifle—and supply his table from the flocks of wild pigeons that literally darken the sun in spring furnishing a variety to pork and mutton from the coveys of partridges that breed in the Bush. Not only so, but a 'lordly dish' of venison from the deer that still stray round the vicinity of recent settlements, and even from the wild ducks and wild geese which frequent the lakes, lakelets and rivers.

"Could we only recount the tales which are told by gray-haired patriarchs seated round old winter's blazing hearth, we might convey some idea of the hardships endured by the early settlers in the province, and of the comparative ease with which a settlement can be effected in 1859. Well do I remember one of their number, declaring, in his own graphic style: 'Here am I, hashed and broken down with perpetual chopping and hard labour; my farm is cleared and fenced, but my sons will reap the reward.' 'There was not a store nearer than Hamilton, 40 miles distant,' says another, 'and I was compelled to carry a bag of wheat and other provisions for my family on my back through the Bush—and you know what a bush-road is, especially in the fall—full of 'glaur' and cradle holes.'

"Nay, it was only the other day that a farmer told us that he started with his oxen and wagon to the store, only 20 miles distant, and could not return in less than 4 or 5 days; but, of course, such difficulties are encountered only in some of the more recent settlements, where the roads have not been cut through the bush, and they are, therefore, compelled to wind round mud-holes and swamps, which have not been covered with 'corduroy,' on their tedious journey.

The rapidity which the progress of civilization has made in the province, within the last few years, is almost incredible; in fact, penetrate the province at any point you choose, you will meet with settlers, stores and churches—'kirk and market'—within a circle of no great dimensions. And were it not that the government has drawn charmed lines round the 'Indian Reserves,' the red Indians would, undoubtedly, have been driven to herd with the bears and wolves which prowl round the outskirts of civilization, towards the far North.

"We have spoken, it will be observed, in this section, of life in the Bush; and our remarks are meant to refer more particularly to emigrants who found it necessary to economize their small capital and extend the payment of the purchase of their farms over the course of 10 years' instalments, according to the regulations of the provincial government. But, we may add, for the information of large capitalists, that if they take a fancy to a large farm, all that they have to do, is only to express their wishes, another farmer will sell out—'clear out' at a moment's notice—and proceed with pleasure to the 'far west,' and, finally—for the encouragement of these sons of toil, where capital is restricted to the possession of only a 'stout heart and a strong hand'—the declaration of a farmer, who acts in the various capacities of school-master, Church elder, and 'independent elector'—'I left my father's house with a bundle, and a Yankee axe over my shoulder, and chopped my way to independence.'"

## THE COST OF A FARM.

It will be naturally expected that we give some information as to the cost of farms. To do so particularly, is simply impossible, from the fact that the value of a farm or land, cleared or uncleared, depends entirely upon the locality, quality of land, whether cleared, partially cleared, or uncleared. Government land sells at generally $1.25 (or 5*s.* stg.) per acre, although they may be bought as low as 50 cents (or 2*s.* stg.) per acre, in some poor localities, whilst some parties, in particular localities, would give land for nothing, merely, to get it "located." There are so many contingencies to determine the price of land here —different from Great Britain and Ireland—that the matter cannot be calculated upon the same principle. Thus, for example, you may have to pay $100 (or £20 stg.) for one acre in some of the States, and near large cities, whilst in other localities, 100 miles off, you could buy 20 acres for that sum, and 1000 miles off, you could buy 50 or 100 acres for the same sum, and yet the one acre at £20 stg. will pay you probably as well, if not better, than the 100 acres will do at the same price, because you will get as much, if not more, for the produce of that one acre as you could get off the other 100 acres, if you get any thing at all off them. It all depends, therefore, what you can raise; the price your produce will fetch; the quality of the soil, and the location of it, before a proper value can be placed upon land or a farm.

A farm of 50 acres, all cleared and in a good state of cultivation, in the States of Pennsylvania or New York, is sure to command a much higher price than a farm of the same sort in Michigan, Illinois, Minnesota, or northern portions of Canada, simply from the fact of their being near to large cash markets, where much higher prices are obtained for their produce than those of the latter. Then, again, there is the condition of soil—how long it may have been worked—state of fences, roads, farm buildings, and many other things which go to make up the value of a farm.

Partially cleared farms are sold at 5, 10, 15, or 20 to 50 dollars per acre, (£1 to £10,) all depending upon the quantity cleared, and other circumstances as before explained.

## SELECTING A FARM.

In the selection of a farm, we will presume you have arrived out, and wish to select one without first serving some time to another farmer in this country. We would here remind you, however, of the great advantage a man possesses by having lived in the country some time. It enables him to get a thorough knowledge of the best lands in the neighbourhood where he may be an assistant, or in neighbourhoods even distant from there. He knows the peculiarities of the soil; how the land is held; whether it can be got cheap or not; what he can get it for; what terms he can make with the owner for payment of the same, that is, how much cash he will have to pay down, if any; what length of time he will get to pay it, and what interest he will have to pay till it is all paid up. These, and sundry other matters, the man who has resided in the country for some time has a knowledge of, and, consequently, has a great advantage over the man who has just arrived, and who wishes to go upon the land at once, on his own account. You arrive out, therefore, and see a farm advertised in a locality you think you would like.

Amongst other inquiries you make, you ought to be satisfied by a personal inspection of the "location." You ought to buy upon no man's recommendation. Go and judge for yourself. There may be points connected with it which may please others very well, but which may not please you. When there, ascertain how far distant it is to the nearest town, the names and population of that and other towns; where you can find a cash market for your produce; what fuel is on the ground, and if none, how far it will be to fetch it, and the cost of doing so; whether the land is a level or "rolling" (hilly) land; whether there is fever and ague in the neighbourhood (the latter information you may have to get corroborated from other quarters); if there is spring water, or can be got by digging for

it; if near to any lakes or swamps; how near to a railroad, or quay on a river where a steamer sails; what sort of roads there are to and from such: if it is a partially cleared farm, how much is cleared; walk or ride over it, and, in fact, over the whole boundaries of the lot. If a man wishes to sell his house, barns, stock and implements, etc., along with a farm, inspect them as to condition and what they are worth. Inquire the nature of the wood on the ground, as wood differs very much in value; if any tanneries, saw-mills, or other large works are in the neighbourhood; how near to schools and a medical man; how far to your nearest neighbours, and who and what they are. Again, in selecting a cleared farm, great care is necessary to see that the land has not been impoverished by over-working, a very common practice in some parts of Canada and the States, where land is never manured, but worked so long as it will yield, the holder then preferring to locate upon some new soil, which requires no trouble to manure, and thus offers his old worn-out soil to whoever is foolish enough to buy it for good rich land, and pay for it accordingly.

## PURCHASING, AND TERMS OF PAYMENT.

Supposing you are satisfied upon all these and other points, which may occur to yourself, your next inquiry is, as to the validity of the title to the property. You may be assured it is "O. K." (all correct); but we advise you to go and judge for yourself, at the capital of the county in which the property is, where there is a register kept of all properties in the said county, with copies of the titles to them, and there you will see the copy for yourself; and, if all right to your mind, then you will see if you are dealing with the lawful owner of such property, and after that, if you think proper, make your bargain with him. In the examination of the title-deed, employ the most respectable attorney in the town, to look over the title-deed with you, in case there may be some legal informality which might not occur to you.

In making your bargain, you may do so, perhaps, for prompt cash down, or you may do it for part cash down, and the remainder to be paid in a certain number of years, so much to be paid annually, and so much percentage charged, till all is paid up.

Instances are frequently to be met with, where a family may have purchased a piece of land, but who, not having sufficient to stock it, or clear it, as fast as they would like, do so by degrees, by taking situations where they can be got. Thus, there are many workmen in the large cities, who have land in some part of the country. During the winter time, they work at some trade in the city, and in the spring proceed to their land, and work there for the season, in chopping, or otherwise improving it. Again, some families, who have farms in the country, send their sons, if grown up, to work at some trade in the large cities, who, at the end of the season, return to their parents with their savings, either in the shape of money, or agricultural implements, or stock for the farm; and in this way they go on, from season to season, until they have amassed sufficient funds, or stock, to enable them all to remain at home, and work on the farm. Many Scotch families do so, where the sons can find employment in the large cities.

Instead of doing that, others again, as we have stated elsewhere, hire themselves out to neighbouring farmers, who can afford to hire them, and pay them for their labour. Sometimes the newly-arrived emigrant is too proud to work for a neighbour in this way, and will rather let his farm stand still, until he is compelled by necessity to seek for the employment he ought to have been at, probably, months previously. A greater mistake, than that false pride, cannot be made, more particularly in a country, where all kinds of labour is considered equally honourable, and where poverty is neither a disgrace nor a crime.

## PURCHASING MORE THAN YOU CAN PAY FOR.

In purchasing land, however, we would caution you to see that you don't *promise* to pay it all up sooner than you will be able to *perform*. If you should not be able to pay all up, when due, the party holding the mortgage, or title-deeds—till that is done—may "foreclose" upon you—that is, sell the property, and turn you out of it—thus, perhaps, losing all you have paid in, and your improvements besides. A common practice, amongst land speculators, is to sell their lands upon a certain time, at as heavy an interest as they can get, and if the land is not all paid up, when due, they take it into their own hands again, or, it may be, they extend it over another five years, perhaps, charging a higher rate of interest still, so that between interest and compound interest, many are caught in a land speculator's net, which they never get out of, unless they procure the money to pay him off at once. You will thus see the importance of buying little more than you can pay for, at once, cash down, or be certain of being able to pay for when due. Many an industrious farmer is, at the present moment, toiling away, in the vain attempt to get out of the meshes of his land instalments falling due, but who, from buying too much land at first, or who, probably, speculating at a later time, has bought more than he can pay for, not being able to raise sufficient from his produce to pay for it, and who is only working at improving the soil, or clearing more land, for the advantage of the man who holds the title-deeds of the property, who is in no hurry in ejecting the farmer, so long as he sees there is no chance of his ever paying it all up, preferring rather to allow him to remain for some time to clear and otherwise improve the property. When it is sufficiently cleared and improved, then the holder of the title-deed "forecloses," and the poor farmer must turn out. Settlers cannot be too careful in what bargains they make for paying their land. They may buy at a time when grain is selling high, and be apt to think it will always remain so. The present low price of grain is eating into the very quick of many a poor farmer's existence, on that account. Better, therefore, to buy too little than too much.

In almost all advertisements of lands for sale, you will observe the words "Terms of payment easy," or, "Terms of payment easy, and to suit the purchaser." Beware of these enchanting and seductive words. They are the rocks upon which all your exertions and hopes may be wrecked, like those of hundreds who have gone before you.

If your means as an emigrant will permit of it, we advise you, by all means, to procure a farm partly cleared. If it is cleared for 10 acres only, you have something to depend upon at once, and with a moderate stock of provisions laid in, and with your implements and stocking, it will not be long before you raise as much as you will require, in the way of the necessaries of life; besides, you thus pass over the most difficult and heart-breaking time the settler has, viz., in commencing to chop the first tree on his farm, before he can even get a house put upon it, and sometimes before he has gone far at that, and before he has raised one crop, his energies or spirits fail him, and he abandons it in despair.

In addition to purchasing a farm, and paying for it in the manner we have described, you can, if you think proper, buy what is called a "Land Warrant," of which you will see notices in all money and exchange brokers' windows and offices, having upon them, "Land Warrants Bought"—others, "Land Warrants for Sale." You will find particulars as to what a land warrant is, in a separate article. Before purchasing such, you should, by all means, have reliable information as to where the land is situated, and all particulars regarding it, just as much as we have previously advised you, as in buying a land warrant, you are buying a farm, or the title-deed to one. (See Land Warrants.)

Again, lands are sold or exchanged, very frequently, for house property in cities, or even various description of goods. A store-keeper, in a country place, has perhaps more land than he can cultivate, and as he cannot sell for cash, he will sell it for any description of saleable goods, for domestic use, which he can turn into cash. You may have neither city property nor goods to sell, for country lots or farms, but we only mention the fact, to show that there are various ways of buying property, as well as paying for it.

## LAND WARRANTS.

A Land Warrant is a title to a certain portion of land, given to meritorious soldiers who have been engaged in the war of 1812, and Mexican War, as a pension for services performed. They are granted in lots of 40, 80, 120, and 160 acres each, of wild, uncleared, or uncultivated lands. The quantity granted depends upon the merits of each individual case. A warrant for 160 acres is equivalent to $200, or $1.25 per acre, that being the price at which government lands are sold. Thus, if a party has got a land warrant for 40 acres, he hands over his warrant for such to government, when they bring such land into the market. He then gets a title to his land, in exchange for his warrant. Until he gets such title, he holds his land warrant, but can sell it for what he likes; hence, land warrants are bought sometimes very cheap from parties who receive them, but who do not care about "locating" on them. Land warrants are thus bought and sold regularly—same as bills, by money brokers, as already mentioned. Frequently very fine tracts of land are thus bought cheap by such means—the title to which is indisputable, once the land warrant is in the hands of the holder; but it is dangerous to purchase such until you know something of the land they represent.

Land Warrants are quoted in the "Bank Note Reporters," issued by exchange brokers and bankers.

Thus, in September last, we find they are quoted thus:—

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 160 | acres, | buying | price, | 91 | cents | per | acre; | selling | price, | 94 | cents | per | acre. |
| 120 | " | " | " | 80 | " | " | " | " | " | 83 | " | " | " |
| 80 | " | " | " | 91 | " | " | " | " | " | 94 | " | " | " |
| 40 | " | " | " | 110 | " | " | " | " | " | 110 | " | " | " |

"Market firm; prices advancing."

## FARMING NOT IN THE WEST.

It is an old saying, that many a one looks at a distance for that which is to be found close at hand. That remark, in our opinion, applies, with some force, to many small farmers, who, in coming out to the United States as settlers, rush away at once about a 1000 miles westward, whilst they could make as good investments, perhaps, much nearer home, save a great deal of expense, and insure as good health as there is to be found any where in America, with the great advantage of having a ready cash market for all they can produce. We are led into these remarks by a visit which we paid to the farms of some parties in the State of New York, about 100 miles from the City of New York, and within from 4 to 6 miles to one of the leading lines to and from that city. These farmers were, 15 years ago, weavers in Paisley, Scotland; but, seeing the direction manufacturing affairs were taking, became dissatisfied with the prospect which weaving held out to them, as affording any thing like comfort whilst working at it, to say nothing of providing for old age. They, therefore, determined to emigrate, and, on coming here, instead of going away west or north for several hundreds of miles, made a selection of government lands, which were then for sale at the government price of $1.25 (5s. sterling) per acre, in the State of New York, as we have said. Of course, all that land was "uncleared," or a forest, and had to be cleared before they could expect to get crops from it. Although, as may be imagined, they were not well suited for felling trees or "chopping," still, having got up their shanty, and having a stock of provisions to last them till they could grow more, they started and cleared first 10 acres—which in about 12 months yielded crops, and even during the 12 months—and with a cow, poultry, pigs, and a patch or two of potatoes, they were not long before they turned their land to account. Since then, we happen to know one of them who, out of his 70 acre lot, has about 45 acres cleared, all under cultivation, and producing every kind of grain, all kinds of vegetables, with peaches, grapes, water-melons, etc., in abundance. In answer to a few particular inquiries which

we made, we found that the climate of that district is one of the best adapted for emigrants from Europe to settle in. Equable, free from any thing like fever and ague, no river being near, and high rolling land all round. The soil is every thing that can be desired for growing crops. They can sell, at their own doors, more agricultural produce, for cash, than they can raise, on account of the demand in neighbouring villages, and at tanneries in the district. If they should want a city cash market, they can send their produce to New York, which is only a few hours distant; but as they can get a higher price at home they don't send any there. For their own consumption their farm produce affords them poultry, eggs, milk, butter, cheese, potatoes, vegetables, fruits, and pork. For fresh meat they and their neighbours kill now and then, and divide a sheep or an ox amongst them. Spring water they have at the door; fuel in abundance, and for nothing, out of their acres of forest behind them, which is yet to clear.

The stoves adapted for wood fuel, are excellent for cooking with, besides heating the house in winter.

In our visit to that district, we were much struck with the highland character of the country, it being so much so, that deer are to be found in the neighbourhood. The undoubted fertility of the soil for dairy produce, is beyond question, as in the immediate neighbourhood—the far-famed "Orange County"—milk, butter, and cheese are produced, and sent to New York city, where it is prized more highly than that of any other district.

What, then, is the position of these men now? After struggling and working hard, sometimes for themselves and sometimes for neighbours for payment, they are now as independent as the wealthiest man in Christendom, with few anxieties about the future, and as one of them declared to us, they never work more than 4 out of the 12 months. Asking them what they did the other 8, they simply replied, that they enjoyed themselves, and from all appearance, they certainly appear to lead a royal life. On asking the good wife as to how she got on for company—when in the real vernacular of a "Paisley body"—she said she was never ill off for that, as she "had mair folk to gang and see than she had time for, and gif I dinna gang and see them, they come and see me." Asking her if she did not weary to go back to Scotland. "Aye, she did sometimes." Asking her a last interrogatory, whether she would be as she was now, or as she used to be in Paisley 15 years ago, she shook her head, and simply said, "But you maunna (must not) say onything about that," evidently not relishing the recollection of such days.

Truly do these Paisley weaver-farmers appear amongst the most contented, free, and happy beings we have seen in America, apparently fully realizing the idea, that "man wants but little here below" to make him enjoy life in somewhat of a rational, healthful, and happy manner.

One of them told us, that now, he would not take $3000 for his farm, (£600 stg.,) even although only 45 out of the 70 acres were cleared. Original cost of land £17 10s. The emigrant, in coming to this country, would do well to ponder on the foregoing facts, and ascertain if he cannot settle nearer home, before plunging away into the backwoods or far-west districts, of either the States or Canada, and be careful, as we have said elsewhere, in choosing his land or "location" on high rolling land, in preference to flat swampy soils, which, however rich they may be, are often only the hot-beds of mosquitoes, fever and ague, and all night enlivened with the eternal music from the croaking of myriads of frogs.

## FARMING WITH CAPITAL.

In connection with this subject, we subjoin the following extracts from an account of a visit to another farm in the State of New York, (but further north than the foregoing,) by the Hon. Horace Greeley, of the New York *Tribune*, published in that paper 25th September, 1858.

This farm is situated in Genesee County, and owned by Major A. B. Dickinson, who appears to bring scientific farming to his aid, in rendering his property as productive as possible. Regarding the soil, the writer says:—

"This is mainly a clay loam, of good medium quality, like that which prevails through the greater portion of Chautauque and other excellent grazing counties of our State. The timber—mainly beech, maple, hemlock, etc.—was cleared off from 10 to 30 years ago. It lies some 600 to 800 feet above the surface of the tributary of the Susquehanna at Corning, to which its waters descend, and is not overlooked by any land in its vicinity. For the most part, it slopes moderately to the creek-beds by which it is intersected. There is an abundance of (naturally) quite as good land in our State yet covered by the primitive forest, and for sale at $5 to $10 per acre."

We may here remark, that the above is a similar description of soil to that held by the weavers from Paisley—as mentioned in the previous notice—and the nature of the country is similar. It will be seen that wild or uncleared land can be purchased there from £1 to £2 per acre.

Regarding the products of the farm, the writer remarks:—

"Grass, hay, and beef, are, of course, the staple products of such a farm. More than 200 acres of this "home farm" are annually mowed, yielding from 2 to 4 tons per acre, and averaging from 2½ to 3 tons. A single stack near the principal barn contains 120 loads, estimated at 80 to 100 tons. Wheat and Indian corn are grown to but a moderate extent; of the latter, one piece, planted June 19, (the incessant rains of the last spring forbade an earlier preparation,) will yield 50 or 60 bushels of shelled corn, with 20 wagon-loads of pumpkins, per acre; another piece is but fair. Of buckwheat, many acres are growing; it is a good crop, and no more. Turnips the grasshoppers have taken care of. (It has been dry here for some weeks previous to to-day, and these cormorants are very abundant.) Of peas, there is a large and thrifty field, sowed late, and just beginning to blossom. Should frost hold off till October, the yield must be large, and, if sent green to New York, they would probably pay well. The kitchen garden shows a greater abundance of beets, carrots, parsnips, onions, etc., than I ever before saw on so small an area. The grapes are equally luxuriant."

On the subject of potato growing, we recommend the following extract to farmers, in the old world as well as in the new, exhibiting as it does, that off 85 acres of potatoes, a clear profit of at least £1,000 will be made:—

"But the pride of the farm is its display of the potato. Eighty-five acres are covered with the Irish staple, whereof some thirty acres were planted early, and are now nearly, if not fully, ripe, while the residue were put in from the middle to the last of June, and are now just coming into blossom. Nowhere in America, hardly in Ireland itself, were such fields of potatoes ever seen. They are mainly of Bermuda stock, one remove from the semi-tropical island, the seed having been grown here last year, from imported potatoes of that year's growth. The rows even were half a mile long, and straight as an arrow's flight; there is not a weed to each row, and not a missed hill per acre, and, in one large field, not one to ten acres. Should frost hold off to the 1st of October, (the usual time on these breezy heights,) the yield cannot fall short of three hundred bushels per acre, and may reach four hundred. Nothing like rot is seen: in fact, a glance at those hardy vines, so rank, so green, so thrifty, would convince any one that rot is here, all but impossible. Let me give, as well as I may, from what I learned on the spot, some notion of the means by which such a result has been so nearly attained:—

The ground is first ploughed deeply and thoroughly, each land being marked out by the help of guides, and no crooked furrow allowed, whatever the excuse for it. It is then furrowed three feet apart, with equal exactness as to regularity. A subsoil plough is then run in the furrow, mellowing and pulverizing the soil to as great a depth as the strength of the team will allow. The seed, previously cut, so as to apportion but two eyes to each piece, is dropped on the mellow soil thus pulverized, being zigzagged from side to side of the furrow, so that, though each piece is distant one foot from the preceding, it is eighteen inches from that which lies directly behind it. A broad two-horse plough follows, covering the potatoes as deeply as possible; then a roller rolls the surface flat and compact, and

the planting is done. The next week, the field is thoroughly harrowed, now and then uncovering a potato, but rooting up the embryo weeds, and breaking up any crust which may have formed over the sprouting potato. So soon as the rows have fairly appeared, ploughing between them is commenced, and continued till the 1st of September—some of these fields having been thus ploughed a dozen times, though they were planted but little more than two months ago. No hoe is taken into the field, but any weed that may have escaped the harrow and the plough, is pulled out by the hand. Of this, however, there is little to do. When the crop is ripe, a potato-digger, drawn by two horses, turns them out as fast as 10 men can pick them up, and thus the work is done. I estimate that this year's crop, delivered at Corning, will have cost Major Dickinson $50 per acre, and that (should no untimely frost blast his hopes) they will sell there for $150 per acre, giving him a clear profit of at least $5000, and perhaps $8000 on his potato crop alone. For 1858, I call that doing well. The principal, almost the only, fertilizer applied to these spacious potato fields was turf ashes, prepared by the process I shall now endeavour to describe.

*Paring and Burning.*—I have read much of this process in English works, but, like most people, I had little faith in what I was grossly ignorant of. I here saw it in progress, and will endeavour to give some idea of it.

Along the sides of the road, there is apt to be a pretty thick turf, especially where the soil is clayey and moist, and has not been disturbed for years. This is ploughed up thoroughly, and left a few days to dry; then a fire is kindled upon one end of it, fed by any chips, roots, pieces of stumps, etc., which may be accessible, and, when well started, the dryest sods are piled on, then others, until a small pit is constructed, from which a white smoke faintly issues. While this was kindling, the operator has started another; while this is getting hold, he is covering this, and so on. Two hours after starting, a week's rain would not extinguish one of these pits; it may burn more slowly, but, with a few sods thrown on whenever the fire seems on the point of bursting out, it will burn till the last turf has become ashes. The land being ploughed, Major Dickinson estimates that a good, experienced hand will burn 200 bushels per day, and that 100 bushels will suffice for an acre of potatoes. The total cost of the 200 bushels need not exceed $2; their value is from $12 to $20. Of course any other grass land may answer as well for this purpose as road sides; but where these are abundant and convenient, there is no need of looking further. And, though it is very true that gravelly or sandy lands afford no turf equal in value to that obtained from clay loam, yet I doubt that there is one farmer in our State who might not obtain suitable turf at little or no cost if he would. Here is one who will try.

Salt and plaster are extensively used as fertilizers by Major Dickinson. He procures the former (refuse salt) by the boat-load from Syracuse, at a cost here of some 20 cents per bushel. Plaster costs him $4 per ton at Corning. He attributes his immunity from rust in good part to salt. As to plaster, he considers it good if applied to any crop at any time, but he uses most of it on grass land, especially on meadows. I am not sure whether it was he or another friend who said he should prefer to sow it immediately after taking off a crop of hay."

It must be borne in mind, that the above results are from a farm in a part of the country thus described by Mr. Greeley:—

"A region of ragged forests, bushy clearings, scanty crops, and thinly-scattered habitations, so ill adapted to human comfort, that one could hardly wish there were more of them, unless they were better. The road is such as this style of country produces; only at intervals and with difficulty admitting of the passage of one wagon by another. Winding upward through a wide ravine, you come at last to the ample farm—some 800 acres in area—which Major Dickinson has hewed out of the primitive wilderness, while several other farms, surrounding this and adjacent to it, belong to the same owner, and are mainly cultivated under his direction."

The above example clearly shows what can be done on a large scale, by men possessed of ample means, and yet, at the same time, quite possible to accomplish on a smaller scale, proportionate to the means at command.

## FEVER AND AGUE.

A story is told of a man, out west, being so bad with the "shakers," that every tooth rattled so in his head, that you could hear the noise of them at the far end of a 50-acre farm. Of course, that is an American yarn, and however amusing it may be, every one who has even witnessed, far less, experienced personally, the dreadful sufferings of an attack of fever and ague, or the "chills," will at once admit that they are any thing but a joke—but a disease which seizes the unfortunate sufferer, sometimes, all in a moment—lasting for days—and in many cases, becomes so fixed in the system, that it is never got rid of, no matter in what part of the world he may reside.

Fever and ague is brought on by the inhalation of the miasma or poisonous vapours which rise from flat, swampy, and river bottom soils, and in fact is often one of the attendant consequences upon the breaking of "virgin soil," wherever situated. Although denied by many parties in different parts of the States and Canada, every newly-opened district is more or less subject to it, unless situated in very hilly districts, where there is a good circulation of air, and away from rivers and swamps. In newly-opened soil, in some districts of the western States, as well as in Canada, this is the greatest scourge the settler has to dread in looking out for a location, and it therefore becomes doubly his interest, in searching for such, to find out correct information on that very point, as he must know that without good health, and strength, he will do no good anywhere. In districts which have been cleared for some time, it may be completely gone, or rarely to be heard of; still, even in the neighbourhood of all large cities, where there are swampy places, and stagnant water lying about, fever and ague is to be found to this day. This is one of the many other reasons, why settlers from Britain should not be in a hurry fixing upon land, until they ascertain something for certain as to its locality, in this respect, and, if they can manage to procure it, to give preference to land which has been cleared for some time. It is a very difficult matter, for strangers, to get correct information on this subject, as if they inquire in any particular locality regarding it, there are so many parties interested in deceiving them on that point, and who do not like to acknowledge that *their locality* is one subject of fever and ague, however true it may be.

## SHERIFF'S SALES.

A sheriff's sale is the result of a man not paying the amount due on his property, for local taxes, or for balance of purchase-money due. For, however small the amount may be, many a poor farmer has been cleaned out of his whole lands, house, etc., who was not able to pay the amount for such, when due. At sheriff's sales, farms are sold for mere trifles—that occasion being taken by many parties, to purchase land cheap, which they undoubtedly do, however hard the case may be for the poor farmer, who has spent his last dollar, perhaps, in improving the land, and who is then obliged to see it pass from his hands, to pay some trifling sum. Men with small capital frequently, in this way, pick up farms very cheap, and, practising by the experience of the former proprietor, take care to avoid a sheriff's sale, in their own case. Farms, thus sold, are advertised in the county papers where the land is situated, and during the last 12 months, they have been painfully frequent, both in the States and Canada.

## GENERAL TABLE OF LAND MEASURE.

62.7264 Sq. Inches = 1 Sq. Link.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 144 | = | 2.2956 | = | 1 | Sq. Foot. | | | | | | | | | |
| 1296 | = | 20.6611 | = | 9 | = | 1 | Sq. Yard. | | | | | | | |
| 39204 | = | 625 | = | 272.25 | = | 30.25 | = | 1 | Perch. | | | | | |
| 627264 | = | 10000 | = | 4356 | = | 484 | = | 16 | = | 1 | Sq. Chain. | | | |
| 1568160 | = | 25000 | = | 1890 | = | 1210 | = | 40 | = | 2.5 | = | 1 | Rood. | |
| 6272640 | = | 100000 | = | 43560 | = | 4840 | = | 160 | = | 10 | = | 4 | = | 1 Acre. |

640 acres make a square mile.

Tables for calculating interest, wages, income, etc., will be found in another portion of this work.

## FARM AND DAIRY STOCK, PRODUCE, ETC.

For the information of readers generally, but more particularly for that large class, viz., agriculturists, who may have some idea of emigrating either to the United States or Canada, we subjoin a few remarks on farm stock and produce, with prices for buying and selling the same. In quoting prices, it must be borne in mind that the price paid for stock, or that realized on produce, depends altogether upon where the stock is bought, and the produce is sold. The nearer to a good market—but particularly on the seaboard, or eastern cities—the prices always rule much higher for all descriptions of stock and produce, than it does in the north or western States.

The prices quoted are those realized in the western States and Canada, as particularized —which will so far give a general idea of the value of the different items named. We may here mention that the facts contained in this and the following article, entitled "Agricultural Products—Fruits and Flowers," has been supplied for this work specially, by a gentleman many years a resident in both the United States and Canada, and one thoroughly qualified, from his professional position, to supply accurate information on such vitally important topics.

Cattle.—The common kind of cattle which are used, in all the States and Canada, are a breed whose origin is not definitely known, but is doubtless the result of a mixture of various British, and other varieties from the continent of Europe. In recent years, the importation of choice animals of the Durham, Devon, Hereford, and Ayrshire breeds—but principally the Durham—has produced a great improvement in the general character of cattle, in particular districts. Pure bred Durhams, or short horns, of as pure breed as any in Britain, may be seen in the States of Kentucky, Ohio, Iowa, Illinois, and Upper Canada, and the effect of their cross, with the so-called native breed, is a great improvement in the quality of the flesh, and appearance of the animals.

Pure bred animals bring as high a price, if not higher, than the same sorts do in Britain; as high as $1,000 (£200 stg.) is no unusual thing to pay for a fine Durham bull.

Oxen are to be found of all breeds, but principally the common sort. They are in general use for heavy draught work, and are considered better than horses, for a new farm, whether woodland or prairie. In the older States, they are, to a great extent, superseded by the horse. The harness of an ox is of the most primitive kind, and consists of a yoke with two wooden bows, (or collars,) one for the neck of each animal; between the bows, and attached to the beam, is an iron ring, to which a chain is fastened, connecting the cattle with the article drawn. Traces are never used. The price of a yoke of oxen varies with the quality, and the locality where bought. From $80 (£16 stg.) to $100 (£20 stg.) is a common price, at the present, for a yoke (pair) which have been broken.

In the western States, and the newer districts of Canada, the ox is used for logging (drawing logs) in the woods—and on the prairies of the "great west" for breaking new land. In fact, oxen are the most useful animals about a farm, particularly in wooded districts in Canada, and some parts of the States. They can draw logs where a horse would "tear himself to pieces"—draw wagon loads of manure, lumber, etc., and plough over any sort of ground. They may be slow, but are invaluable on a new farm.

Fat Cattle rate higher, of course, than oxen; but their prices are greatly influenced by the rates paid in the great eastern cities, (especially New York,) whose markets are supplied by Kentucky, Ohio, Indiana, and even as far west as Illinois.

Cows.—In the dairy regions, good cows are often found—but no breed is exclusively used. Neither the farmers of Canada or the States have as yet propagated any particular breed, with an eye to the greater production of milk. Ayrshires and Alderneys are few and far between.

Good cows bring prices proportionate to their milking qualities. From $20 (£4 stg.) to $50 (£10 stg.) may be considered the extremes—$30 (£6 stg.) an every-day price.

Milk.—The price of milk, in the western cities, is from 3 to 6 cents per quart (1½ to 3*d.* stg.).

Butter is sold from 10 to 20 cents (5*d.* to 10*d.* stg.) per lb., according to quality. It is always used slightly salted—never quite fresh, as in Scotland—except by the Germans.

Cheese sells at from 6 to 10 cents (3*d.* to 5*d.* stg.) per lb. There is little sold, excepting the better qualities.

The *western reserve* of the State of Ohio produces more butter and cheese than any other section of the same size in America, and it is from that quarter great quanties are sent to the British market. It is a part of Northern Ohio, and is bordered by Lake Erie on the north—but does not include the north-western part of the State. The soil of the Reserve produces fine grass and clover, but is not good for wheat or Indian corn. In that district the land is well cleared.

Horses.—The horses commonly used in the West are light, wiry, and active—well adapted to the roads; and the same animal is used for the saddle, wagon, carriage, and plough, and looks and works well in all. For a number of years, the Morgan breed—originally from Vermont, (U. S.)—has engrossed much of the attention of dealers and farmers. They are not large animals, but have often rather larger heads than can be considered handsome: otherwise, they are strong, compact built, with good bottom, and make capital roadsters, and trot with excellent action, and very fast. Much of their blood is now diffused throughout the West. They, no doubt, contain a large percentage of the blood of the Canada pony, which is of French extraction, hardy, long-lived, and high-spirited, but small. Great value is placed upon the trotting powers of the horses in America—particularly in the States; and if the American blood horses have not always been successful at the races in England, their trotters, or "rackers," or "pacers," would, we fancy, show to greater advantage in trotting matches. These "rackers," as they are called, have a peculiar style of trot quite different from the ordinary straightforward step of ordinary English trotting. The motion of a racker, is that of a sort of rolling-about motion, whilst he trots, and the action of the horse is any thing but graceful to our ideas of trotting. When going at a slow trot, he appears to be half walking, half trotting. A *good* trotting horse is expected to travel at the rate of 2 minutes and 40 seconds to the mile; hence the common remark is applied to any thing which is fast, being a two-forty. (See Amusements in America.)

Thorough-bred Horses.—There are several very fine thorough-bred race horses, either imported or of imported parentage, in the West. "Bonny Scotland," half brother to the late famous British mare, "Blink Bonny," is owned by Messrs. Reber and Kutz, of Fairfield County, Ohio, who use him for the exclusive purpose of stock-getting. The same gentlemen own a number of famous turf horses. R. A. Alexander, of Kentucky, owns "Lexington," said to be the fastest horse in America, but now blind. He is also kept for breeding purposes.

Draught Horses.—Clydesdale and Norman horses are owned by a few. There are also a few stallions of the heavy draught breeds of Great Britain scattered over Ohio and the States between that and Iowa. Good horses of the common sort may be had from $80 (£16) to $150 (£30) each. Often enormous prices are paid for fancy stock.

Donkeys are nowhere to be seen in America—we presume being too slow and stubborn to be useful there—not suiting the Yankees' idea of progress.

Mules.—The stranger will be struck with the immense number of mules in use in mostly all the large cities in the United States. We have counted as many as 60 in one railroad station (in Philadelphia), employed in teams of 6 and 8 each, drawing the cars about the yard and through the city. They are employed drawing carts, omnibuses, wagons, and even buggies or carriages, although seldom the latter. We have seen them frequently 12 to 14 hands high—splendid fellows—handsome in the extreme, excepting their big heads and long ears. The larger mules are far stronger than horses, are easier kept, and far more durable. Great quantities are reared in Kentucky, and other districts on the River Ohio. The stallions are largely imported from Malta, and find their way all over the States nearly. Good, handsome mules sell high—say from $200 to $400 (£40 to £80) per pair.

The feed for horses, generally, is oats and hay, or a mixture of oats, bran, Indian corn, etc., ground together, and sold as "feed."

Wool and Sheep.—In August, 1858, wool averaged the following: Ohio, 35 cents (17½*d.*) per pound; Michigan, 34 cents (17*d.*); Indiana, 30 cents (15*d.*); Illinois, 31 cents (15½*d.*); and Wisconsin, 32 cents (16*d.*). Ohio is *the wool-producing State*, but other States, and Canada, produce a great deal. The common sheep is a sort of mixed breed, neither very good for mutton or wool; but the Southdowns and Leicesters are getting to be more common, especially the former, and much good mutton and wool is the result. The Spanish, Saxon, and Silician breeds are propagated extensively for producing fine wool, and there are many fine flocks of pure blood in the West. Upper Canada, Ohio, and Kentucky have a great many Southdowns. Twelve years ago, sheep, in Ohio (as in Australia) were killed for their hides and tallow; this is no longer the case. Then they could be bought at $1 a head, alive, with their fleeces; now, the price is higher, and the mutton of far better quality.

All the famed breeds of Europe are to be met with in America. The price of sheep varies with the breed; but good common may be bought at $2 each. The price of lamb does not differ much from that of mutton. For perfectly new portions of the country, it is difficult to fix the price at any thing, as it varies with the supply and demand to a much greater extent than ever occurs in the settled districts. In general, however, they rate higher in the eastern than in the western cities.

Good mutton sells at from four to eight cents per pound, a preference being always given to the hind quarter of all animals, from a deer to a bullock.

Pigs.—Are to be found of all breeds, with any number of the long-nosed, slab-sided ill-looking grunters, that once were the rule—with few exceptions—all over the west. Suffolks are now in favour—and Berkshires, Chinese, and many other sorts are becoming common. The result is, pork has improved in quality—and it is the staple animal food of the rural districts. Pigs require little care: they run in the woods during the summer, and in autumn, or "fall" as it is generally called, they are driven into the pens, and fed with Indian corn. This pork is good; but thousands of hogs are fattened every year on distillery slops, until they become almost a mass of soft blubber, and great quantities, diseased in that state, are killed, salted, and packed for exportation. This article is not bought by the western people for home use. Pork, by the carcass, sells during the killing season—in December—at from three and a half to six cents per pound, dressed. Hams, smoked, at from seven to twelve cents per pound during the whole year. Shoulders two cents less. No one buys food for the purpose of feeding pigs, but rather buy pigs to eat the corn.

Poultry.—Breeds as in Britain. The chicken-fever, that attacked, a few years ago almost every one, has subsided entirely. When at its height, *shanghaies* were all the rage, and the feathered population increased at a rapid rate, and *big prices* were paid for *big birds*. Now, decent-looking fowls may be bought at sixpence to a shilling sterling each, and eggs at 8 to 12 cents (4*d.* to 6*d.*) a dozen. Poultry of all kinds is cheap. Geese, 25 to 50 cents (1*s.* to 2*s.*) each; turkeys, 75 cents to $1 (3*s.* to 4*s.* stg.); and ducks, 50 cents (2*s.*) to 62 cents (2*s.* 6*d.*) per pair.

Bees.—Many years ago, bees were more common than now, in consequence of the great increase in later times of the destructive bee-moth. The honey-producing plants are numerous, consisting of white clover, buckwheat, lime-tree or bass-wood, also the Lorio-dendron, or tulip-tree—with a host of others. The honey is often of very fine quality.

Farmers, when sending their produce to market, will do well to attend to the following directions when sending it to a commission agent to sell for them. We quote the following from a circular of a respectable commission agent:—

"Notice to Consignors of Farm Produce.—Put up every thing in neat order. Mark plain, indelible directions on every package, including weight, with tare, count, and name of articles. Also tack a bill of particulars inside of one package, marked 'Bill,' and always send one by mail, with notice when and how things are forwarded.

"Commissions.—For selling berries, fruits, etc., where packages are returned, and on small lots of stuff, 10 per cent. Other farm produce, generally, 5 per cent.

"Butter only brings highest quotations when perfectly made and sweet, in small, neat packages."

## AGRICULTURAL PRODUCTS—FRUITS AND FLOWERS.

Wheat.—The northern States and Canada are the principal wheat-growing portions of North America. Kentucky and Tennessee produce good wheat, but the quantity is not great; these States are, however, well adapted to the growth of this staple, but, as free and slave labour cannot coexist in one community, and both thrive, their farming interests suffer. The labour of slaves will, and always does, deteriorate the land, in consequence of the miserable methods of cultivation, and the want of any incentive to exertion except the lash Emigration to the south is at a stand-still, except to the south-westerly State of Missouri, and that State will ere long become a free one.

The clay lands of Ohio are well adapted to wheat culture, and, when first cleared, excellent crops are obtained; but in consequence of a want of knowledge as to the proper rotation of crops, and an exhausting system of tillage, these naturally fertile fields soon exhibit a marked decrease in both quantity and quality. A great error seems to have crept into the minds of farmers, that certain soils are inexhaustible; working on this hypothesis, they have demonstrated the reverse to their own cost. This is the case, also, in Canada, and in the valley of the Genesee, in the State of New York.

In the States west of Lakes Michigan and Huron, white wheat does not thrive, and Mediterranean takes its place. In prairie soils the "fall" sown plants are thrown out by the frost, unless well covered with snow. The soil is too loose and porous, being composed, in general, of decayed vegetable matters, mixed with fine sand. Alumina does not, as a general thing, form a large percentage of such soils, but the reverse. They are rich—extremely so, but a bad system of culture may, and will, exhaust them.

There is great difference in the quality of the different soils of North America, for the production of wheat. Some, with the best methods of cultivation, will produce very light crops, while others, with the poorest tillage, will, for a few years, amply reward the farmer. As a general rule—with common cultivation—the number of bushels per acre does not equal that of Britain, with the improved systems of cultivation now practised there. In 1858, the average per acre in Ohio, did not exceed 9 bushels, but that was owing to the peculiarity of the season, and the extreme wet spring; so much rain having fallen, that in Lake Erie, and, in fact, the whole chain of great lakes, the water rose several feet, and the low lands were flooded, killing the whole crop. This was the case along the course of the Mississippi River also, where several of the cities and towns were rendered almost uninhabitable for the time, and Cairo was near, as well could be, destroyed. The same cause hindered planting Indian corn (maize) until a month after the usual time.

Wheat, in America, is injured greatly by insect enemies. The Hessian fly (*Cecidomyia destructor*) and the wheat midge (*C tritica*) are very injurious in the older portions of the country. The chinch bug (*Micropus leucopterus* is extremely hurtful in the south and south-west, but never reaches Canada.

Rust and smut prevail to a considerable extent, and much loss is suffered thereby, but a careful selection of seed, and a thorough washing and steeping in the manner usually practised in Britain, with good tillage and under-draining, will almost entirely prevent their development.

In selecting a farm in America, it is absolutely necessary to take into consideration the use to which it is to be put—whether as a grazing or a grain farm. If wheat is intended to be extensively raised, then land with the same kind of soil as the best wheat-growing land in Europe should be selected, if possible. White wheat is produced of excellent quality in Canada, the deep snows preventing the throwing out by frost, and protecting the young plant from injury during the winter. This is not the case south of the lakes; for there the snows are seldom deep, and often thaw entirely away several times during the winter. On the prairie lands of the north-west the snow lies better, and is occasionally very deep.

The usual price of white wheat *per bushel*, in the district between Chicago (Illinois) and

Cleveland (Ohio), is one dollar ($1); sometimes it is higher, at others, lower; but it is seldom less than that. In localities removed from the lines of travel the price is less. In many localities—especially in Canada—the farmers kept themselves poor by running into debt to the storekeepers, pledging themselves to pay in wheat, and were thus at the mercy of their creditors, many of whom fleeced them thoroughly, paying any price for the article they liked. This miserable system is still carried on at some of the out-of-the-way places. No emigrant should allow himself to get into the clutches of such land-sharks as these.

Corn (Maize, or Indian Corn).—This is one of the great staples of the country south of the lakes, and is universally styled "corn." Canada is not well adapted for its growth—although some is grown there. A sandy loam is best adapted for it, and many fields, containing hundreds of acres, are planted with this healthful and sweet grain. South of the Ohio River it is grown to an immense extent, yielding very large crops. One hundred bushels to the acre have been often obtained; and, under nearly every circumstance, the yield is far greater than that of any other cereal.

Corn is always cultivated in hills, and worked both ways, with a cultivator, or double shovel plough. The latter is the best implement. The planting varies with the locality; a good rule is to plant when all danger of late frosts is over—say the beginning or middle of May.

A crop of corn is often raised immediately after clearing woodland, or breaking prairie. In the former case, no ploughing is performed—but the planter goes along, with an old axe, and driving the blade into the ground, breaks the surface, and then drops three or four kernels, covering them up. When the corn comes up, it is hoed by hand. In old land, the ground is well ploughed previous to planting, and every weed is kept from the field.

Corn is less liable to injury, and the crop is more certain, than almost any other. Frost, in the early part of autumn, is most to be dreaded—before the grain has thoroughly ripened.

In planting time, several birds dig up the grain and devour it—and many insect grubs also eat it. Field mice will sometimes commit a great amount of mischief in this way. The spindle worm—the caterpillar of a moth—enter the hollow stalks, when young, and, eating the interior, destroys the stalk, and with it all hope of the promised grain. Racecoons are very fond of the ears, when grown, and the farmers' boys make a business of hunting them, with dogs, in the moonlight nights. The stalks are eaten by cattle, and help to eke out the supply of winter provender.

Much of the corn raised is given to hogs for fattening purposes, and immense quantities are used in the manufacture of bad whiskey. Corn bread is excellent, and rye or wheat flour is usually mixed with the corn meal.

The price of corn, per bushel, averages about 40 cents (1*s.* 8*d.* stg.); corn meal, 1½ cents (3 farthings) per pound.

Oats.—The climate of Canada is well adapted for the growth of oats, and a good article is produced there. In the western States, the grain is light and "chaffy;" farther south it ceases to be productive. In Canada—and also in the State of Vermont, and State of Maine—oatmeal is made, and used for human food; but this is not the case in Ohio, and the States west of that. There, oats are used entirely for feeding horses.

The price *per bushel* is about 30 cents (1*s.* 3*d.* stg.) average. The past season, 1858, they were higher, in consequence of the failure of the crop from rust, a disease that, previous to that time, the oat was exempt from. Too little care is taken in the cultivation of this grain.

Rye grows well, but is very liable to ergot. Its use as food, for man, is somewhat on the decline. Average price, about 50 cents (2*s.* stg.) per bushel.

Barley.—Not grown for food, but generally used in manufacturing ale and beer. Seldom given to stock, for food.

Potatoes are still affected with the rot, yet pretty good crops are often obtained. The price is very variable; and they are sometimes sold as low as 25 cents (1*s.* stg.) per bushel, and at others as high as $1.50 (6*s.* stg.)—50 cents (2*s.* stg.) is a common price.

VEGETABLES.—All kinds are good and plentiful, and much used. Melons of all kinds are very cheap and good. Squashes are fine eating. Pumpkins are made into pies, but their chief use is to feed cows.

FRUIT.—Apples are abundant and good. They are of the best quality, but not a sure crop. Plums, the same. Pears do not thrive well, in many places; but currants, and the smaller fruits, with the exception of gooseberries, are all that can be desired. Grapes are good, in many sections, and excellent wine is produced. The south shore of Lake Erie is peculiarly well adapted to the growth of this fruit, and almost every one "sits under his own vine." Citrons grow in great abundance, and make a delicious preserve.

In Iowa and Northern Wisconsin, the apple does not thrive—the winters being too severe; neither does the peach: that is the case also in some parts of Canada with the latter fruit. The varieties of apples, and, indeed, of all fruits, include all the famous European sorts, and a host of others raised in the country. The latter are generally best. American apples are always in demand for exportation. Orchards are both numerous and large—a farm without one is considered so much less valuable. Every old farm has one or more, often containing hundreds of trees, and occasionally thousands. Cider is made extensively, and is often sold at $1 a barrel, of 34 gallons—$2.50 is high. No peculiar kinds of fruit are used for this purpose, as in England. Cider is a common beverage with farmers. Vinegar is made from it, of excellent quality, and is much used for pickling. Apples sell at from 25 (1*s.* stg.) to 50 cents (2*s.* stg.) per bushel, when plenty; but in scarce seasons, the price is doubled—and often more. Peaches are sometimes as low as 50 cents (2*s.* stg.), at others as high as $5 and $6 (20*s.* to 24*s.* stg.) per bushel. They are grown in the open orchard, on untrained trees, like apples. We once saw a barrelful sold for 18*d.* sterling, and a barrel of apples for the same price. Grapes are sold at from 5 to 8 cents (2½*d.* to 4*d.* stg.) per pound—but ere long will be cheaper. Every one who has a spare rood of land plants a grape-vine, and in two or three years its purple clusters gladden his heart.

The extreme north-west and north-eastern States are not, however, adapted to the vine; neither is the greater portion of Canada. The banks of the Ohio River, the south shore of Lake Erie, Missouri, probably Kansas, the south part of Indiana, and Michigan, are all adapted to its growth, and will, ere long, supply the markets of America with good wine.

FLOWERS.—In the cities and suburbs flowers are extensively grown, of nearly all the sorts cultivated in Britain. Every yard is gay with bright blossoms. Dahlias, roses, and verbenas, grow and flower well. Many plants, however, that withstand the climate of Britain in the winter are unable to do so in the northern States. Several British native plants, when grown in these States—the daisy, for example—die during the heat of summer, in consequence of the lack of moisture. Pansies—unless planted in rather moist soil, with a northern exposure—do not flower well. The heather—dear to the heart of every Scotsman—will not grow at all. It needs a moist atmosphere, and must feel the air among its tiny leaves. The dry, warm winds of midsummer, in all North America, burn up, and soon entirely destroy its tender leaves, and the plant dies. The greatest care can preserve it for a few seasons only—and that in a green-house.

The lover of flowers will find no difficulty in satisfying his cravings for such pets, for he can cultivate with ease hundreds of choice sorts. Nurseries and seedsmen are found in every town of any size; and the choice bulbs of Holland, and seed of annuals from England, can be had at reasonable rates. No one need be without the beautiful in nature, if willing to work.

PEAS grow well; but in the States are much injured by a little beetle—the pea-bug (*Bruchus Pisi*) and every pea, if examined, will be found to contain—if green—a little maggot; if ripe—a small, grayish bettle. Seed peas have to be imported from Canada, where this destroyer is either unknown, or less numerous. For this reason, peas are cultivated as a garden crop only, and are never fed to stock. Corn takes their place in this department.

# NEW YORK.

## WHOLESALE PRICES OF WHEAT, OATS, ETC.

SEPTEMBER 4TH, 1858.

| PER BUSHEL. | From | To | From | To |
|---|---|---|---|---|
| WHEAT. | $ cts. | $ cts. | s. d. | s. d. |
| Genesee, (winter) | 1 20 | 1 35 | 4 10 | 5 5 |
| Canadian....do | 1 15 | 1 25 | 4 7 | 5 — |
| Southern....do | 1 25 | 1 50 | 5 — | 6 — |
| Ohio.....do | 1 18 | 1 32 | 4 9 | 5 7 |
| Michigan....do | 1 20 | 1 30 | 4 10 | 5 5 |
| Illinois.....do | 1 18 | 1 30 | 4 9 | 5 5 |
| Missouri....do | 1 40 | 1 50 | 5 7 | 6 — |
| Canada Club | – 98 | 1 — | 3 11 | 4 — |
| Southern Red | 1 15 | 1 30 | 4 7 | 6 — |
| Milwaukee Club | 1 — | 1 5 | 4 — | 4 2 |
| Chicago, spring | – 90 | 1 — | 3 7 | 4 — |
| Indiana | 1 18 | 1 22 | 4 9 | 4 11 |
| RYE. | | | | |
| Northern | – 75 | — 76 | 3 — | 3 0½ |
| BARLEY. | – 65 | 75 | 2 7 | 3 — |
| OATS. | | | | |
| New York State | 50 | – 53 | 2 — | 2 1½ |
| Western | 53 | 54 | 2 1½ | 2 2 |
| Canada | 45 | 49 | 1 10½ | 2 0½ |
| New Jersey | 43 | 46 | 1 9½ | 1 11 |
| Pennsylvania | 44 | 45 | 1 10 | 1 10½ |
| Southern | 43 | 44 | 1 9½ | 1 10 |

## INDIAN CORN, PEAS, ETC.

| | From | To | From | To |
|---|---|---|---|---|
| INDIAN CORN. | $ cts. | $ cts. | s. d. | s. d. |
| Southern, w | 82 | 89 | 3 3½ | 3 7 |
| do. yellow | 94 | 99 | 3 9½ | 3 11½ |
| do. mixed | 80 | — | 3 2½ | – — |
| do. red yellow | 94 | 95 | 3 9½ | 3 10 |
| Red white | 85 | 87 | 3 5 | 3 6 |
| Mixed Western | 76 | 78 | 3 0½ | 3 1½ |
| Unsound | 69 | 75 | 2 9½ | 3 — |
| PEAS. | | | | |
| Canada | 1 12½ | — | 4 6 | – — |
| BEANS. | | | | |
| White | 1 — | 1 12½ | 4 — | 4 6 |

## FLOUR AND INDIAN MEAL.

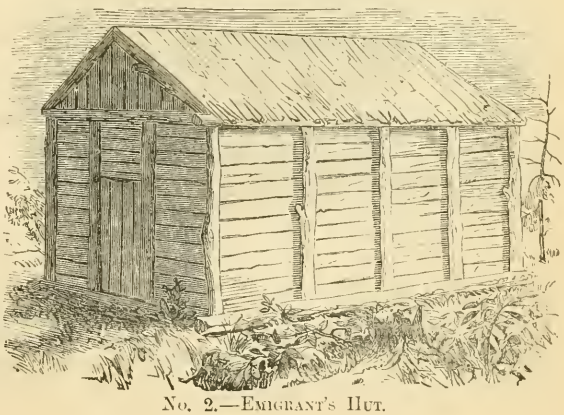
| PER BARREL OF 196 lbs. | From | To | From | To |
|---|---|---|---|---|
| FLOUR. | $ cts. | $ cts. | s. d. | s. d. |
| NAME OF BRANDS. | | | | |
| Standard Superfine State | 5 — | – — | 20 — | — — |
| do. Extra....do | 5 50 | 5 65 | 22 — | 22 5 |
| Superfine Western | 4 95 | 5 10 | 19 10 | 20 5 |
| Fancy Ohio | 5 15 | 5 25 | 20 7 | 21 — |
| Extra Indiana and Michigan | 5 15 | 7 — | 20 7 | 28 — |
| Extra Ohio | 5 65 | 7 25 | 22 5 | 29 — |
| Fancy Genesee | 5 70 | 5 80 | 22 10 | 23 2 |
| Extra....do | 6 — | 7 50 | 24 — | 30 — |
| Low, to very choice Missouri | 6 — | 8 25 | 24 — | 33 — |
| Canadian | 5 75 | 6 75 | 28 — | 27 — |
| Southern, low to good | 5 40 | 5 70 | 21 7 | 22 10 |
| do. low fancy, to very choice | 5 75 | 8 50 | 23 — | 34 — |
| INDIAN CORN MEAL. | | | | |
| Jersey | 4 10 | 4 20 | 16 5 | 16 10 |
| Brandywine | 4 70 | 4 75 | 18 10 | 19 — |

## EMIGRANT HOMES IN THE NEW WORLD.

For general information, but more particularly for the information of parties who think of emigrating to the New World as agricultural settlers, we annex a few particulars of the description of houses which are common in the country—from the primitive "shanty" to the complete farm house, with barns, etc. The newly-arrived emigrant who settles in a part of the country where logs can be got cut up cheaply at a saw-mill, or where trees on his property are scarce, generally erects what is called a "shanty," made of sawn lumber (deal boards), something after the fashion of the temporary erections put up for the use of "navvies" when railroads are being made. On lands which are "pre-empted," by squatters, such are generally put up in the style of the illustration No. 1, which, in all parts of America, is very generally the first home of the emigrant.

No. 1.—A SHANTY.

Another style of house is that represented by No. 2, which is a more substantial erection, with, in general, one or two windows and a door at the front, which may be called an emigrant's hut. Either of these two styles of homes, and sometimes the following one, No. 3, are erected by the neighbors, who are always glad to welcome all new settlers, and render them every assistance in their power. The "shanty," however, is more properly represented in Nos. 1 and 2.



No. 2.—EMIGRANT'S HUT.

The "log house" or "log-cabin," as it is called sometimes, is the next description of house which follows — sometime after

settlement—in cases where it has not been made the first erection. Log-houses, in general, are comfortable, or, at all events, are capable of being made so.

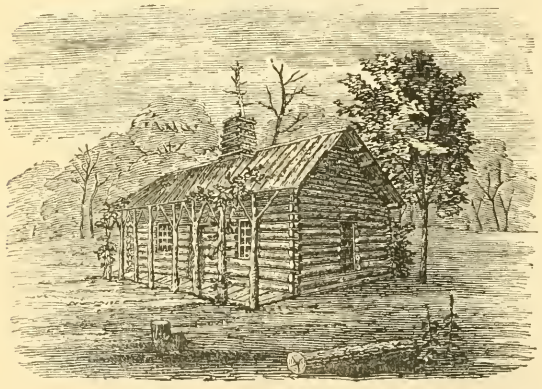
Illustration No. 3 will give an excellent idea of a "log-cabin as it is." When it forms the first erection, it is put together roughly, but solid; and by plastering with clay, such houses are rendered as warm as any stone house. The logs, being notched at each end and placed crosswise on the top of each other, are fitted in, and will withstand the heaviest storm of wind, rain, or snow. There is, however, great room for improvement in the erection and comfort of such houses.

No. 3.—A Log-House as it is.

The cost of such erections may be set down as nothing, the timber being taken off the emigrant's land, or supplied along with the labour free, by his nearest neighbours.

The illustration No. 3 faithfully represents the log-houses in general use in all parts of America; there being seldom more than one small window and a door at the front, with another small window and the fireplace and chimney at one end of the house.

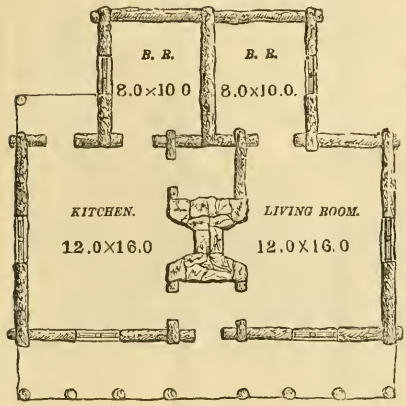
In some few cases, log-houses present a very different appearance, more like our illustration No. 4, of a "log-house as it might be," with a veranda in front, and vines or other plants creeping up the rustic pillars in front, as well as round the doorway and ends of the projecting roof, presenting, sometimes, pictures of rural neatness and comfort.



No. 4.—A Log-House as it might be.

Whilst the log-cabins like No. 3 are composed of sometimes only one apartment, we give a ground plan where four apartments might be made with great ease. (See illustration No. 5.) After the settler has made some progress, and begun to add to his means, he is probably desirous of abandoning the log house, or the settler, with means at starting, may choose to erect a cottage after the style of illustration No. 6, which is a style of cottage, very generally to be found in districts which have been settled some time, more particularly in the Western States. It is made of sawn lumber, for the most part, with shingles for the roof.

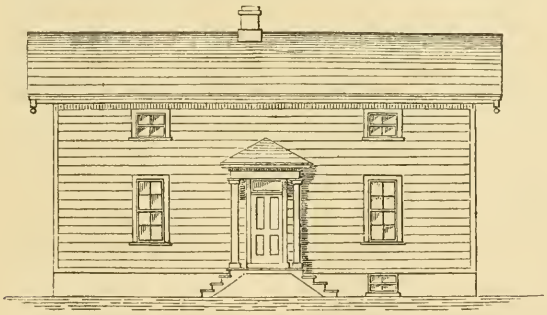
Such cottages, when painted white outside, with porch and outside blinds painted green, look exceedingly neat and clean-looking. The cost of such cottages ranges from $300 (£60




No. 5.—Ground Plan for Log House.

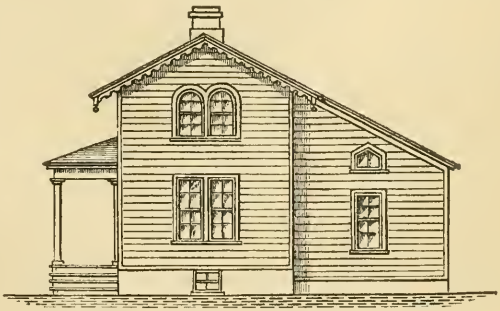
No. 6.—A Western Cottage.

stg.) to $600 (£120 stg.), all depending upon the size and number of rooms, where and how the lumber has been bought, and how much paint is used. This style of house is very general about many of the country towns.



No. 7.—Country Residence or Farm House.

The farmer who is pretty well off, erects a still larger and different style of house, and as affording an idea of such, as well as of a style of country house in very general use by private families as well as by farmers, we give the following illustrations—No. 7 of front elevation, No. 8 end view, with ground plans, Nos. 9, 10 and 11. Regarding such style of houses, the author of "The Garden," and "The Farm," says:

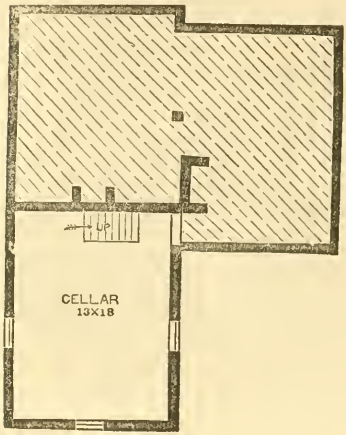


No. 8.—End View of House No. 7.

"This design is simple, and requires little explanation. A cellar under a part of the house, as shown, will be found sufficient. It is made easy of access from the kitchen, and should an outside entrance be required, it may be had at a small additional expense. The first story has a main and

back entrance, the former covered by a porch; a parlour, a living-room, a kitchen of good size, and ample closet accommodations.

"The kitchen part of the house, in order to save expense in the foundation, and to gain more height in the garret, is set two risers, or about sixteen inches, lower than the main



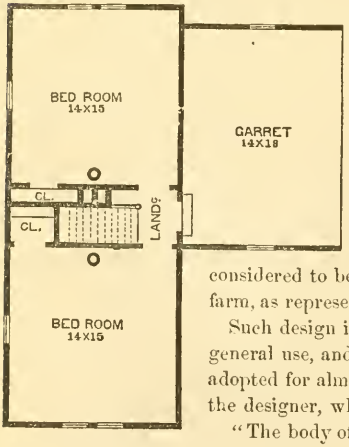

No. 9.—Cellar Plan of No 7.

No. 10.—Plan of First Floor of No. 7.

floor. The attic, or second floor, affords two fine bedrooms, with closets, and a useful open garret.

"The peculiar feature of this design is the one chimney, which answers for all the rooms. The flue of the kitchen fire-place is brought over to the chimney at the ceiling of the intervening closet, so as to be entirely out of sight and without taking away any room, and the parlour has a blind mantle with a stove-pipe hole, connecting also with the chimney by passing under the stairs.

No. 11.—Plan of Second Floor.




"This cottage can be built for $595; or if inclosed with clear, narrow clap-boards, for about $16 more."

We might give illustrations of still larger farm and country houses, but prefer giving what is considered to be an excellent design for barns and outhouses about a farm, as represented in illustrations Nos. 12 and 13.

Such design is suitable for a size of barn much larger than is in general use, and is given to furnish a model of one which can be adopted for almost any size. Regarding this model, we quote from the designer, who says:

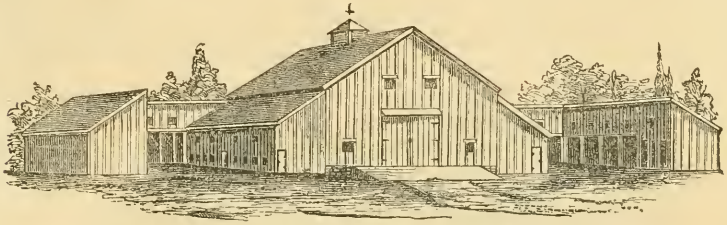
"The body of the main barn is 100 feet long by 50 feet wide, the posts ten feet high above the sill, making 9 bents. The beams are 14 feet above the sills, which is the height of the inner posts. The position of the floor and bays is readily understood from the plan. The floor, for a grain barn, is 14 feet wide, but may be contracted to 12 feet for one exclusively for hay. The area in front of the bays is occupied with a stationary horse-power, and with machinery for various farm operations, such as threshing, shelling corn, cutting straw, crushing grain, etc., all of which is driven by bands from drums on the horizontal shaft overhead, which runs across the floor from the horse-power

on the other side; this shaft being driven by a cog-wheel on the perpendicular shaft round which the horses travel.

"A passage four feet wide extends between the bays and the stables, which occupy the two wings. This extends up to the top of the bays, down which the hay is thrown for feeding, which renders this work as easy and convenient as possible.

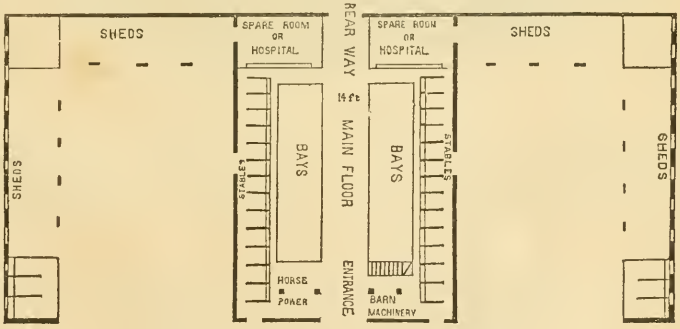
"The floor of the main barn is three feet higher than that of the stables. This will allow a cellar under it, if desired—or a deeper extension of the bays—and it allows storage lofts over the cattle, with sufficient slope of roof. A short flight of steps at the ends of each passage admits easy access from the level of the barn floor.

"The line of mangers is two feet wide. A manure window is placed at every 12 feet. The stalls are double; that is, for two animals each, which are held to their places by a



No. 12.—Perspective View of Barn.

rope and chain, attached to a staple and ring at each corner of the stall. This mode is preferred to securing by stanchions. A pole or scantling, placed over their heads, prevents them from climbing so as to get their feet into the mangers, which they are otherwise very apt to do. "The sheds, which extend on the three sides of the barn, and touch it at the rear end, are on a level with the stables. An inclined plane, from the main floor through the mid-




No. 13.—Ground Plan of Barn No. 12.

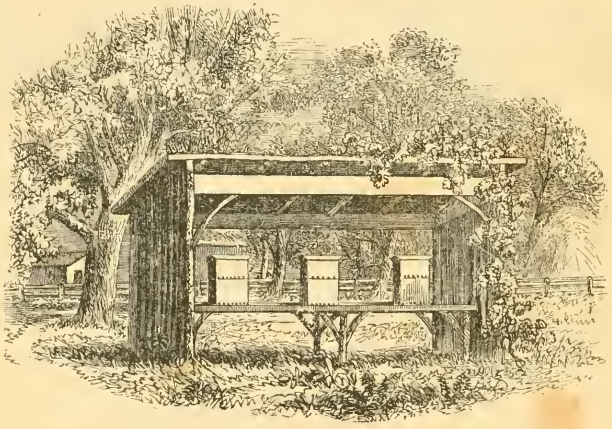
dle of the back shed, forms a rear egress for wagons and carts, descending three feet from the floor. The two rooms, one on each side of this rear passage, 16 by 34 feet, may be used for housing sick animals, cows about to calve, or any other purpose required. The stables at the front ends of the sheds are convenient for teams of horses or oxen, or they may be fitted for wagon-houses, tool-houses, or other purposes. The rooms, 16 feet square at the inner corners of the sheds, may be used for weak ewes, lambs, or for a bull-stable.

"Racks or mangers may be fitted up in the open sheds for feeding sheep or young cattle, and yards may be built adjoining, on the rear, six or eight in number, into which they may run and be kept separate. Barred partitions may separate the different flocks. Bars may also inclose the opening in front, or they may, if required, be boarded up tight. Step-ladders are placed at convenient intervals, for ascending the sheds lofts.

"A granary over the machine-room is entered by a flight of stairs. Poles extending from bay to bay, over the floor, will admit the storage of much additional hay or grain. As straw can not well be kept when exposed to the weather, and is at the same time becoming more valuable as its uses are better understood, we would suggest that the space on these cross poles be reserved for its deposit from the elevator from threshing grain, or until space is made for it in one of the bays.

"A one-sided roof is given to the sheds (instead of a double-sided), to throw all the water on the outside, in order to keep the interior of the yards dry. Eave-troughs take the water from the roofs to cisterns. The cisterns, if connected by an underground pipe, may be all drawn from by a single pump if necessary." The whole erection consists of wood, exclusively.

The annexed illustration (No. 14) represents a design for a rustic apiary or bee-house, —of which we have seen several in use in different parts of the States—with the hives placed in wooden boxes, interlined with glass, through which the interesting sight of the



No. 14.—An Apiary or Bee-House.

manufacturing of honey is seen, whilst the "busy bees" are at work. Honey forms one of the many dishes which adorns the tables of intelligent farmers, forming as it does an agreeable variety to the various preserves with which their tables are covered at breakfast and supper time.

### COST OF MATERIALS.

It is impossible to give any idea of what house-building materials and labour costs, so as to be correct in all districts, as the price of labour and lumber varies somewhat—but more particularly the latter—in different localities. The emigrant who has plenty of trees on his property has no need to purchase any. If he wishes to build his house of deals, he has only to send his logs to the nearest saw-mill, and have them cut up and properly planed, which does not cost much, and which, in some cases, it is cheaper to do than use whole logs, where such are valuable. The following prices are what such articles and labour cost in New York. Where the expense is greater or less, allowance must be made in estimating cost of erection.

| | £ | s. |
|---|---|---|
| Timber, per 1000 feet | 4 | 0 |
| Rough boards, per 1000 feet | 4 | 0 |
| Good lumber, planed, per 1000 ft. | 4 | 8 |
| Bricks, per 1000 | 1 | 4 |

Nails, 2½*d.* per lb.
Glass, 16*s.* per box.
Carpenter's work, 7*s.* per day.
Mason's work, 7*s.* per day.
Common labourers, 4*s.* per day.

At present (March, 1859) labour is considerably lower than that quoted, but as business improves, the price will advance again.

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